





## Today's Advertisements.

### WANTED

FOR the Office of THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AN EXPERIENCED PORTUGUESE CLERK.

Applications (in writing only) stating qualifications, &c., are to be addressed to THE SECRETARY.

Hongkong, 11th June, 1901. [615c]

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, GENOA, NAPLES, LECORNO and MESSINA.

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, EGYPTIAN, and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship.

"BORMIDA" Captain D. Costa, will be despatched as above on THURSDAY, the 13th instant, at Noon.

AT BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 11th June, 1901. [604c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship.

"DIAMANTE," Captain A. Ramsay, will be despatched as above, on SATURDAY, the 15th instant, at 3 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 11th June, 1901. [614c]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship.

"LIGHTNING," Captain J. G. Spence, will be despatched for the above Ports, on SATURDAY, the 15th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 10th June, 1901. [614c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE. THE Company's Steamship.

"MARIA VALERIA," Captain Berberovich, will leave for the above places, on WEDNESDAY, the 19th instant, P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 11th June, 1901. [617c]

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

FROM PORTLAND OR AND PORTS.

THE Company's Steamship.

"INDRAVELLI," having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and take immediate delivery of their Goods ex ship or from alongside.

Any Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 11th June, 1901. [616c]

## Intimations.

### EYE-SIGHT.

Mr. N. LAZARUS, Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central.

(B. HOUGHTON & Co.) (Nearly opposite the HONGKONG HOTEL).

Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [1453b]

### NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores, from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE, 5, D'Aguiar Street. [34]

### AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAHNE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

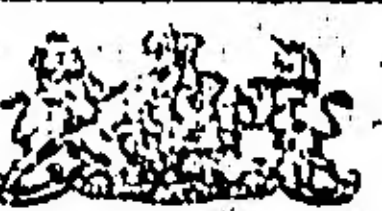
Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1902.

## Intimation.



A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

OF

AERATED WATERS

IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO., LIMITED, THE HONGKONG DISPENSARY, Hongkong.

The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 11, 1901.

## NOTES AND COMMENTS.

### Hongkong's Defences.

We note, with some surprise, a statement in the Home papers to the effect that the Garrison of Hongkong, under the proposed new arrangements for the defence of our coaling stations by the Navy, is fixed at two thousand men. This is ignorance, or, folly, or, worse. Hongkong is of greater importance to England in its way than is Gibraltar. The Mediterranean fleet has Malta close at hand if anything should happen to render Gibraltar unavailable. It is not so very far removed from the home ports with all their resources, either to repair or to fill up with provision, or warlike stores. The China fleet has nowhere to go, in the event of war, for stores, or supplies, or repairs, but to Hongkong. Hongkong, lost, or destroyed, or even seriously crippled, would leave the fleet without any base nearer than Vancouver. Hongkong in the hands of an enemy means the destruction, for the time being, of British naval power in the East and the capture of all our merchant vessels in these waters. There is no exaggeration in all this. Men of war no longer carry the materials for their own repair, nor stores nor ammunition for a two years' cruise. Docks are almost an essential for effective repairs. In case of war where are there any docks for the repair of His Majesty's ships except in Hongkong? Where any reserves of guns, ammunition, supplies of any description? Only in Hongkong.

A garrison of at least five thousand men is the very smallest force that could make this Colony reasonably safe from a sudden and determined raid, not necessarily for the purpose of conquest and permanent occupation, but for the simple purpose of destruction. The south side of this Island is absolutely without any defence, it is most easily accessible and the hours between dark and dawn would amply suffice to make a clean sweep of everything of any value to a fleet in the place. We surely ought to give our possible enemies credit for the same amount of enterprise of which we know ourselves to be capable and which we have often displayed. Will any naval or military officer with any knowledge of military history, venture to assert that, if this place was in the occupation of an enemy with whom we were at war, a garrison of two thousand men would be sufficient to protect it from a *coup de main*?

We offer a prize of fifty dollars for the best sketch of a project for the capture of this island by a hostile force, Russian or French or both combined, not with a view to permanent occupation but with a view to the destruction of the Naval Yard, Arsenal and Barracks and the retirement of the hostile force to its ships, the actual position of affairs at the moment in Hongkong and the actual strength of our fleet and its distribution being assumed, and war declared, or about to be declared.

### Plague.

The other day we pointed out how necessary it is for all Europeans to keep a sharp eye upon their servants' quarters in order to make sure that their domestics are not giving refuge to strangers. It very frequently happens that one's servants take in some person who has left a plague infected house and the consequences likely to arise from

\* See paragraph elsewhere.

such an act are easily to be imagined. It is a fact too, for cases have come under our notice, that a good many plague patients are concealed in the servants' quarters of European dwellings, for the Chinese are perfectly well aware that they are safer there from the visits of the Sanitary Inspector, and hence, when a man falls ill he goes and takes up his quarters with the servants attached to some European house if he can possibly manage it. That this is a fact we know, for such a case occurred last year under our immediate notice, the sick man being concealed in the cookhouse of a European residence and only discovered when he had grown so ill that his friends had carried him out and hidden him in the garden so that he should not actually die in the cookhouse.

To-day, as announced in another column, two European plague cases have been removed from the Connaught House Hotel. We should not be at all surprised if these two cases are directly attributable to the Chinese employed on the premises giving house room to people who are either suffering from the disease, or have fled from houses in which a case had occurred. It would not surprise us in the least to hear that the boys in some of our hotels were in the habit of allowing their friends to sleep in unoccupied rooms. They could be easily smuggled in unobserved—and they would doubtless leave plenty of infection behind them.

Might we suggest to Dr. CLARK that it would be as well if his Sanitary Inspectors could pay night surprise visits to some of the hotels of the Colony and see that the servants' quarters are not being used as a refuge for the plague stricken. It is no use expecting one's servants to keep strangers out of their own accord. They probably sympathise too much with the sufferers to turn them away and are too ignorant to know the risk they themselves run in thus taking in infected or suspicious persons. We would urge, on the managers of the hotels the absolute necessity of a nightly inspection both of their servants' quarters and of all unoccupied rooms and, at the same time, we would advise all householders to frequently inspect their premises and keep them free of these very undesirable intruders. A nightly inspection and a free application of a rattan to all intruders does excellently, we find.

## REUTER'S TELEGRAMS.

### THE CHINESE INDEMNITY QUESTION.

LONDON, June 8th. America has proposed that the Chinese indemnity question be submitted to the Hague tribunal.

### PLAQUE IN EGYPT.

Eleven cases of plague have occurred in Egypt, seven of which have proved fatal.

### BRITISH SOUTH AFRICA. NIGHT SURPRISES.

The British have executed two successful night surprises on Boer laagers in Cape Colony.

### FRENCH ENTERPRISE IN INDO-CHINA.

June 9th. General Doumer, Governor-General of Indo-China, has formed a Company with a capital of Seventy-million Francs to construct and exploit a railway into Yunnan.

LATER.

### BRITISH SOUTH AFRICA.

The British troops surprised another party of Boers at Lady Grey, Cape Colony.

Altogether the captures consist of 62 prisoners, many horses, and large quantities of ammunition.

### THE NEW WAR MEDALS.

King Edward will present three thousand War medals to the troops at Whitehall on Wednesday next. There will be a great ceremony. Queen Alexandra and Princess Victoria of Wales will accompany the King.

### A MOORISH MISSION TO ENGLAND.

A Moorish mission has arrived in London for the purpose of congratulating King Edward on his accession to the throne. The mission excites much interest.

The French and Spanish newspapers are greatly preoccupied over the Morocco question, and there is some talk of a French protectorate.

### WEATHER REPORT.

The Observatory report says:—On the 11th at 12.5 p.m. the barometer has fallen generally, particularly on the China coast. Pressure is highest over Japan, and the low pressure trough extends across the N. part of the China Sea and the Pacific towards the Loochoos. Gradients slight for N.E. winds in S. China, moderate for S.W. winds over the middle part of the China Sea. Forecast:—Varying winds, moderate; fair.

### LOCAL AND GENERAL.

SERGEANT Oxford, attached to the Royal Welch Fusiliers, left for England by the *s.s. Coronanda* last week.

We have received from the agents of the P. & O. S. N. Co. an illustrated prospectus of the Glasgow Exhibition, now in progress.

Mr. A. Krohn, U.S.S. *Wilhelmina*, and Mr. G. Sinclair, *s.s. Daybreak*, were removed to the Civil Hospital this morning suffering from enteric fever.

THERE are temporary vacancies in the Colonial Secretary's Office for a typewriting clerk, salary \$50 per month, and an office clerk, salary \$50 per month, vide advertisement appearing elsewhere.

A TELEGRAM from The Hague states that the Dutch Government, desirous of opening its colonisation, has made a proposal to the British Government offering to place, the Dutch East Indies at its disposal for the transport of prisoners.

THE English mail which left here in the *Bullamar* on 11th May, was delivered in London yesterday. This is quick time and we have little doubt but that the P. & O. could beat the record, now held by the Germans, if they tried.

THE number of cases of infectious diseases notified as occurring in this Colony during the week ended June 8th are:—120 cases of plague in Victoria, 41 cases in other districts, total cases 161, deaths 155; three cases of enteric fever (Europeans); 1 case of small-pox (Chinese).

We draw our readers attention to the advertisement in another column of the well-known Green Island Cement Company, where it will be seen that the price of cement has been advanced 50 cents per cask and 30 cents per bag, of 375 lbs. and 250 lbs. respectively. The increase dates from June 1st.

We shall be obliged if any subscriber on receiving his paper late or irregularly will write on the wrapper of the paper the Time of delivery, etc., and forward the wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

It may be noticed that we are publishing a gazette of interest in the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

A CURIOUS incident in connection with the loss of the *City of Rio de Janeiro* is reported in the *San Francisco Chronicle*. It appears that four or five days after the loss of the steamer Captain Ward's fox-terrier "Rio" was discovered by the police patrol boat fully a mile out at sea swimming away from the land. The dog was emaciated and half-starved, and had apparently been on shore since the sinking of the vessel. How it came to be out at sea and for what purpose is a mystery, though of course there are believers in the preternatural sagacity of dogs who allege that it was going in search of its master.

We would call the attention of our readers to the offer of a prize of fifty dollars made in our leader column this evening. As will be seen, the prize is to be given for the best sketch of a project for the capture of the Island by a hostile force with a view to the destruction of the Naval Yard, Arsenal and Barracks. This is a subject which should readily interest our readers, and we trust that we shall have a good batch of manuscripts to consider. Articles should not exceed two thousand words in length; they must be written on one side of the paper only and should reach this office before 5 p.m. on Saturday, 29th inst. All articles to be addressed to:—

The Editor, "Hongkong Telegraph," 50, Queen's Road Central.

### VICTORIA RECREATION CLUB.

#### WATER POLO.

A Water polo match will be played to-morrow at 5.30 p.m. sharp between teams representing V.R.C. and 25th Co., E.D., R.A. The following will play for V.R.C. Goal—L. E. Lammett, Backs—N. A. Hance, F. M. Roga Perceia. Half-backs—A. A. Alves, Forwards—R. Henderson, J. H. R. Hance, A. Humphreys.

### CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

#### THE PLAGUE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—I see that your pro-Chinese correspondent Disgusted has transferred his attentions to your morning contemporary, no doubt not liking the very severe dressing down which he received at your hands a few days back. He now says that some "Tommy" engaged in house-cleaning entered a shop in Bonham Strand and examined a man to see if he had plague. He also tells a long story about a Chinaman being stopped in the street by a doctor dressed in white, and apparently infers that the doctor had something to do with the Sanitary Authorities.

Now why on earth can't Disgusted give us more particulars? From his evident knowledge of Hongkong he must have known the doctor and so could give his name. I challenge him to do so. If the so-called doctor was a Sanitary Inspector, why didn't Disgusted report him to Dr. Clark?

With regard to his other allegation: I can tell him that no soldiers have been employed on house-cleaning work in the west end of the town for some weeks, so it looks as though the whole incident arose in the diseased brain of Disgusted. In this case too, a complaint would have brought instant redress.

It is these old women like Disgusted who stir up the Chinese to rebel against every sanitary regulation and so long as such idiots continue to show their maudlin sentimentality for the Chinese (for which I dare say they are paid) the Chinese will resist every attempt at improved sanitation. I fervently hope that Disgusted and a few more of his kind will catch the disease from some of their dear Chinese, and so pass away to where the supply of sulphur never fails.

Truly yours,

#### COMMON SENSE.

Hongkong, June 11th, 1901.

#### THE PLAGUE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—Our plague statistics would lead us to believe that the disease is rapidly on the decrease, but, from all I hear, I very much doubt if this is the case. The drop in the number of reported cases is, too sudden to be natural. May it not well be that the Chinese have simply discovered some better method of concealing or smuggling out the cases and bodies?

I note that the leading Chinese do not seem to have taken up your challenge as regards the circulars they are supposed to have been circulating amongst the coolies urging them to obey our sanitary regulations. This, Sir, evidently shows that they were merely talking through their hats and had, as a matter of fact, done nothing.

As for their boasted cures of plague, I should like to ask how it is that the Tung Wah Authorities do not show more recoveries for their cases? I understand that the patients there receive Chinese treatment at Chinese hands, and yet the returns show that they hardly save a case in a hundred. How do Messrs. Fung Wah Chun, Chan A. Fook and our other brilliant Chinamen, who prate so glibly about Chinese cures, explain this? I doubt if even the tender-hearted and pro-Chinese Mr. Arthur Brewin could make out a decent case for his proteges on this point.

Do you not think, Sir, that it is about time for all this Tommy rot about Chinese cures to be held up to derision? I for one, think that in face of the opposition shown by the Chinese for every sanitary reform proposed that they should be treated with the contempt they deserve and utterly ignored. All they have done so far is to obstruct. Let them now see that they have forfeited their claim to a hearing and will be dealt with rationally and not as they would wish.

Yours faithfully,

BRITISHER.

Hongkong, June 11th, 1901.

### REVIEW.

STORY OF THE SIEGE HOSPITAL IN PEKING, BY JESSIE RANSOME, DEACONESS.

We commend this little book to the notice of our readers. It is not long. It is pleasantly written. It is genuine and not made to order or simply to sell. The story of the hospital and of the hospital work takes up only a small portion of the book. The rest is a diary of the events of the siege. It gives as definite a picture of the events of the eight weeks and a half during which our people were cooped up in the Legation, not knowing from day to day when the end might come, as we have seen in print anywhere. It is a very satisfactory record of good work well done. The ladies who toiled so persistently and endured so patiently deserve every credit, and those to give their services to the work of the hospital are deserving of far more praise and of more adequate recognition than they have yet received. Miss Ransome records that "on the night of the 17th July there was a tremendous fusillade on the Japanese position in the Fu and that the Italians ran away and left the British barricade isolated and undefended to the great disgust of our men." There must be some mistake here, as Sir Claude McDowell mentions in his diary, now officially published, that "notwithstanding reinforcements and a most stubborn resistance on the part of the Japanese, Italian and British, (the defenders) were compelled to fall back." He says nothing of any running away.

We notice, with some surprise, that the whole tone of the Church of England Mission in Peking appears to have been decidedly High. We were under the impression that the temper of English Church men out in the East was decidedly Low, or, if they prefer the word, Broad. We are not finding fault with Miss Ransome and her devoted fellow-labourers in the mission field on this account. If anything, we approve, but we simply note the fact as one of which we had no cognisance before, and which may be as much news to many of our readers as it has been to us. The little book is worth reading.

### THE PLAGUE.

Number of cases reported up till noon of the 10th June, 1901	Chinese.....1,107
	Other Asiatics 32
	Europeans.....15
Number of cases reported during the past 24 hours	Chinese.....19
	Other Asiatics 0
	Europeans.....3

Total number of cases reported to date 1,176

Number of deaths reported up till noon of the 10th June, 1901	Chinese.....1,062
	Other Asiatics 21
	Europeans.....5
Number of deaths reported during the past 24 hours	Chinese.....23
	Other Asiatics 0
	Europeans.....0

Total number of deaths recorded to date 1,111

Since noon on Saturday last the cases and deaths are:—

Cases Chinese.....	56
Other Asiatics.....	0
European.....	3
Total.....	59

Deaths Chinese.....

Other Asiatics.....

Europeans.....

Total.....

The plague returns for last week were:—

Cases.....161

Deaths.....155

The returns for 11th June, 1894, were:—

Total deaths to date.....1,461

New cases in previous 24 hours.....66

Deaths in previous 24 hours.....93

Patients under treatment.....281

The Robinson Piano Co. had one of their Chinese workmen removed on Saturday night. He is since dead.

Mr. Brownhill, superintendent engineer of Messrs. Bradley & Co., together with Mrs. Brownhill were removed from the Connaught House this morning suffering from plague.

Mr. Fonseca manager of the Connaught House interviewed by us, Mr. Brownhill has been residing in the Hotel since May, 1900, he was married a short time ago and since then Mrs. Brownhill has been with him.

The Connaught House folk have been lately pulling up the drains at the back of the premises as ordered by the Government. Mr. Fonseca complains bitterly of the manner in which it was done. For about a fortnight the main drain, conveying all the refuse and waste water from the whole of the house, was left open. Although now the lavatories &c. are in good order, a short time back the stench was intolerable.

Mr. Brownhill complained for the first time of feeling queer last Saturday evening. He kept to his room on Sunday morning. In the evening Dr. Hartigan was telephoned for. Dr. Steadman came and finding his patient too ill considered it a case of malarial fever. This morning, however, the case was determined as one of plague. It is particularly hard on Mr. Brownhill as he had every thing packed up and was on the point of leaving for England.

## HONGKONG VOLUNTEER CORPS.

### "A" MACHINE GUN COY.

The fierce competition for the cups and spoons took place at the New Volunteer Range on the 6th instant, when Corporal Plummer scored his first win on the No. 1 Cup and Gunner Black sent in the best contribution towards the No. 2 Cup.



not do better, as the Chinese think they are not strict enough and certainly not watchful enough. An advanced Chinese has been to me only to-day pointing out that neither in the Settlements nor the Native City is a sufficient guard kept at night. Rough characters ready for any mischief are gathering round here and my informant thinks foreigners should be more on their guard. The country south and around Paoching is very unsettled, and the Germans and French have had some sharp brushes with Boxers and have assisted the Imperial troops in trying to suppress them.

The portion of the Palace which was being guarded by the Americans and Japanese has been handed over to the Chinese, who estimate the work of repair will take two months. When Waldersee withdraws next month the whole Palace will be in the hands of the eunuchs in charge.

The Tribute rice is expected up here again, which is thought to lend colour to the expectation of the Courts' return, but there are yet several important clauses of the negotiations to be settled, and we may wake up some fine day to find these have been circumvented in the same way as the examination clause.

A fine road now runs by the river side all the way from the German Settlement, through the British, French and Japanese concessions right to the Viceroy's Yamen, and is a great convenience to foreigners going to and from the City.

There is reason to believe we have not half exhausted the possibilities of the City houses in regard to arms, as several men whose insolence of manner towards the police recently laid them open to suspicion, were arrested and their places searched and found full of rifles. Two other men have been arrested between here and Taku for manufacturing rifles and supplying brigands. Then only the other day there was the finding of Krupp guns at Kaling, 18 fifteen-pounders, beneath the floor of an ordinary sized building. The resources of the country both in arms and ammunition are greater than is believed, in spite of the enormous quantities destroyed.

## SUSPENSION OF RAILWAY.

BETWEEN PEKING AND PETCHOW.

A Peking despatch just to hand states that with regard to the work now going on along the section of the railway between Tung-pien-Man (Peking) and Petchow, on the route to Tientsin, the Provisional government has received a despatch from the Chinese viceroy. Penitentiaries requesting the former to suspend the work.—*New Press.*

## DEPOSIT RECEIPTS MISSING.

THE POWERS WERE NOTIFIED OF THEIR CANCELLATION.

SHANGHAI, June 7th.

The Imperial Bank of China here has received a wire from the Board of Revenue to the effect that the deposit receipt with the Bank held in name of the middle division of Wu-wei Army (of which Yung-lu is the ex-Generalissimo) has been declared to be missing and made null and void. The loss of this deposit receipt happened during the crisis. The Chinese Peace Penitentiaries have notified the Foreign Ministers of its cancellation.—*New Press.*

## HONOURING THE CRIMINALS.

HOW THE BLACK LIST IS EVADED.

An instructive commentary upon the farcical accompaniments of the so-called punishments inflicted upon the chief figures in the "black list" of the provincial criminals held responsible for the heinous massacres of last year comes to hand from Hangchow. Proof is thereby afforded of the absolute ridiculousness of the so-called punishments inflicted by the Chinese Government upon the execrable and contemptuous ease with which they throw dust in the eyes of the useless guardians of foreign interests in Peking. It will be remembered that the Provincial Treasurer of Chekiang Jung Chuan, who despite his bribery of the correspondents of a section of the foreign and native press of Shanghai, was found to be one of the most blood-thirsty authors of the provincial massacres, was finally allowed to escape with the absurdly inadequate sentence of nominal banishment to Kashgaria. Considering his direct responsibility for the hideous massacre at Chuchow of a dozen helpless English and American Missionaries, mostly women and children, everyone in Shanghai and Hangchow considered that at least his head would pay the forfeit. But by some means not explained he contrived to get himself only placed in the list of the secondary offenders and to escape with a merely nominal penalty. He has been living in luxury in Hangchow ever since and the other day, when the officials there decided it was necessary to go through the farce of making some pretence to carry out his sentence, they devised a way of doing so by which the sentence was completely shorn of its punitive terrors and the villainous Treasurer placed in the light of a virtuous martyr who was suffering for his country's sake rather than being punished for his inhuman crimes. He was first *feet* at a great field on the beautiful Shui lake, outside Hangchow, all the officials, *literati* and gentry attending to do the Treasurer's honour before his departure. He was placed in a palatial carriage and escorted to the Grand Canal to the Yangtze, which he is then to cross and follow the great trade road through Shantung, Honan, and Shensi on to Kashgar, stopping at all the important stations *en route*. The officials were ordered "to help" him on his way, which means that they will duly present him with all the money they can and such luxuries as their districts offer to make sure in short, that his progress to "exile" will be a sort of triumphal procession and he himself a highly meritorious, patriotic official who has fallen a victim to foreign vengeance, of which his fellow officials are, doing everything they can to modify the severity. He will doubtless be much richer in worldly goods by the time he reaches his destination and will pay a visit to the arch-murderer, the Empress Dowager at Hsianfu, *en route*, and report to her as deserving officials and men after her own heart, such as present him with handsome gifts and do what they can to show their sympathy with the cause for which he is suffering. This is the effect of his sentence and yet the diplomatic humbugs in the Legations at Peking are now departing for their summer resorts with smug smiles of satisfaction at the way they have done their work. Nor has the military officer who carried out the Chuchow massacre and was supposed to be executed suffered any punishment so far. It is only another instance of the official impotency and fatuity that still flourish in foreign circles in Peking and for exposing it we in Shanghai will doubtless be called mischief-making sensationalists by our protectors in the Legations.—*China Gazette.*

## PROBABILITY OF FURTHER BOXER RISING.

PRESENCE OF YUAN SHIH KAI'S TROOPS AT PEKING NECESSARY.

In view of the withdrawal of the allied troops from Peking, the Chinese officials there have petitioned Viceroy Li Hung Chang for the sending up of Yuan Shih Kai's troops, fearing that the Boxers may rise again.

Before the departure of Field-Marshal von Waldersee from Peking, he also notified to Viceroy Li Hung Chang the probable rising of the local desperadoes (or rather Boxers) and said it was necessary that more troops should be sent up.—*New Press.*

## REV. T. RICHARD'S SUGGESTIONS TO THE CHINESE GOVERNMENT.

The *N. C. Daily News* of the 7th inst. translates for the Chinese version the following proposals made to the Chinese Government by the Rev. Timothy Richard, for the purpose of dealing with the Settlement of the Missionary troubles in North China. Mr. Richard, it will be remembered, was invited by the Chinese officials themselves to advise them on this question, and recently went North for that object.

Mr. Richard begins as a preliminary that he resided in Shansi from 1876 to 1886 and had always experienced friendly treatment from the officials and people there. Never did he, therefore, anticipate the murderous scenes in that province last year during which a large number of foreigners and thousands of native converts were massacred. With reference, however, to the punishments for murders of foreigners Mr. Richard declares that the matter lies in the hands of the Ministers of the various Foreign Powers and the Chinese Penitentiaries and he (Mr. Richard) would therefore refrain from touching on the subject. He, however, begs to present the following seven suggestions relating to the Missions and the sufferings of their native converts; which he hopes the Viceroy Li Hung Chang would see his way to put into effect in due time.

1.—Very many converts were murdered in the various prefecture departments and district magistracies on account of which the perpetrators are by law guilty of death. But I know that these men were really directed by the officials and were also evilly influenced by the Boxers, and I have not the heart therefore to ask for condonation for punishment for all concerned; but I am of the opinion that in every prefecture where there were murderous riots one of the leaders of them should be punished as a warning to others. Furthermore, if the Governor of Shansi could issue earnest proclamations exhorting all to sincerely repent of their misdeeds our missions will exercise leniency and ask for the pardon of guilty leaders.

2.—Although the gentry and people of Shansi who assisted in murderous attacks on converts are leniently dealt with and no demands are made for the death penalty in their cases, they are not absolved from blame nor can they decline responsibility for the outrages. They must be punished by being made to indemnify the converts who lost their personal property and houses, as well as to take steps to pay for the support of orphans and widows.

3.—The province of Shansi to be fined the sum of Tls. 500,000 to be paid up in ten years in annual instalments of Tls. 10,000. This money is, however, not intended for Foreigners nor for native converts; but it should be devoted to the enlightenment of the people of Shansi, in the shape of school for the instruction of practical education, so that the officials, gentry, literati, commoners, and their children may learn and not suffer themselves to be evilly influenced by reason of their ignorance. A well-educated Foreign and also well-educated Chinese shall be selected to superintend and direct this matter.

4.—Wherever converts have been murdered in the various prefectures, departments and districts, the local authorities thereof should erect monuments in memory of the sufferers, making it plain to all that they were the innocent victims of Boxers and desperadoes, whose misdeeds are also to be engraved thereon.

5.—There were five missionary societies of the Protestant faith in Shansi, the members of some of which were all massacred whilst others have returned to their own country, and therefore cannot return at once to this country. Put when more missionaries are sent out to China, and if these should come to Shansi, the officials and gentry shall be expected to treat them with propriety and apologise to them for what has happened.

6.—To bring about the ending of all missionary complications and put matters on an enduring basis Chinese officials must treat native converts exactly as they would non-converts. All should be treated impartially and regarded with benevolence on the part of the officials. If a convert breaks the law he should be dealt with strictly according to the law. Should a convert act deservingly, he should be promoted and rewarded and given the chance of becoming an official like any other person not a convert. If matters are managed in this way, no matter whether it is in China or in Foreign countries, in ancient times or at the present day, there has never been any breaking of peaceful relations amongst the masses. If this question be not dealt with in the manner above suggested it is to be feared that much as peaceful relations may be desired it will be impossible.

7.—After the present matter has been settled, should it turn out that men guilty of former outrages, whose names together with their followers are set down in the records, still show that they have not repented of their misdeeds and again begin to trouble the converts, these desperadoes shall be punished strictly according to law and shall have no mercy.

Mr. Richard ends his paper by stating that the above seven suggestions are not his alone, but that he has been assisted by two others, members of other denominations of the Protestant faith, and that they have drawn up the suggestions on behalf of the various Protestant societies. Mr. Richard further claims that though these suggestions are primarily intended for the protection of the converts they also tend towards bringing about peace in the whole Province of Shansi.

Mr. Richard also proposes that no time be lost in engaging at once Foreign experts in railways, mines, the manufacture of steel, in agriculture and commerce and appoint them either as chief superintendents or colleagues of Chinese officials to set about opening up the country, hereby bringing prosperity amongst the people and peace between foreigners and natives. These will also be the means of putting a stop for ever to troubles between the masses and converts. Finally, Mr. Richard states that 20 years ago he also suggested these things to both Viceroy Li Hung Chang and Chang Chih-tung. For various reasons his suggestions were not put into operation, hence arose the recent troubles. He hopes there is still time to mend matters and recommends his suggestions once more to their excellencies.

## CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

A meeting of the shareholders of the China Mutual Steam Navigation Company (Limited) was held at the offices of the company, 2, 3 and 4, Billiter Avenue, Fenchurch Street, E.C., on 30 April, for the purpose of receiving an account from the liquidators of the manner in which the winding-up of the company had been conducted and its property disposed of, and also of determining the remuneration to be paid to the liquidators. The chair was taken by Mr. David Reid, one of the liquidators.

The Secretary (Mr. D. L. Low) having read the notice convening the meeting.

The Chairman said: You are aware that this meeting has been convened to give you a statement of what has been done by Mr. Gulland and myself, who were appointed liquidators to carry out the resolutions given effect to in December last. I will just say a few words in this respect. On Dec. 4 last those of you who were present may remember that an extraordinary general meeting of the shareholders in the China Mutual Steam Navigation Company (Limited) was held, pursuant to notice, for the purpose of considering a scheme of reconstruction, involving the disposal of the whole undertaking to a new company, bearing exactly the same designation, having a nominal capital of 600,000. The proposed scheme of reconstruction of the company was fully explained by the chairman of that meeting, and the following resolutions were approved and adopted by an overwhelming majority of the shareholders present. The resolutions were in these words:— "That it is desirable to reconstruct the company, and accordingly that the company be wound up voluntarily, and that Mr. David Reid and Mr. William Andrew Gulland be and they are hereby appointed liquidators for the purposes of such winding up." 2. "That the said liquidators be and they are hereby authorised to consent to the registration of a new company, to be named 'The China Mutual Steam Navigation Company (Limited),' with a memorandum and articles of association, which have already been prepared with the privacy and approval of the directors of this company." 3. "That the draft agreement submitted to this meeting, and expressed to be made between this company and its liquidators of the one part, and 'The China Mutual Steam Navigation Company (Limited)' of the other part, and the said liquidators, hereby approved, and that the said liquidators be and they are hereby authorised, pursuant to Section 161 of 'The Companies Act, 1862,' to enter into an agreement with such new company (when incorporated) in the terms of the said draft, and to carry the same into effect with such (if any) modification as they think expedient." A second extraordinary general meeting was held on Dec. 21 last, when the resolutions which I have just read were again submitted and were unanimously confirmed. As liquidators, Mr. Gulland and I have now to report that we have given effect to the desires of the shareholders, as expressed in the resolutions just read and in the subsequent contract, which was prepared and acted upon. We have received from the old company all the assets, accompanied by the liabilities, and have accounted for both to the new company and the continuity of the business has never been in any way disturbed. From the audited balance-sheet and profit and loss account, copies of which are on the table, the shareholders will see that the net available balance of the working of the company for 1900 was 82,564. 12s. 4d. On October 1 last it will further be seen that interim dividends on the preference and ordinary shares, amounting to 9,204. 10s., were paid; and the final dividends, in terms of the reconstruction agreement, dated December 28, 1900, amounting to 13,388. 10s., were paid on March 9 to all the preference and ordinary shareholders whose names were on the register on December 28 last. The balance of profit remaining, 59,971. 8s. 4d., was handed over to the liquidators and has been accounted for to the new company and its shareholders. So, in like manner, all the assets and liabilities of the company have been transferred to the new company, and I have, therefore, on behalf of Mr. Gulland and myself, to inform you that the steamers of the fleet have all been transferred to the new company, and that the liquidation is practically disposed of. There is one other matter in the notice convening the meeting, namely the determination of the remuneration to be paid to the liquidators. I may say that the liquidation has not been of a very expensive or very arduous character, and I think that as it will be a comparatively small sum, though the work has been pretty heavy in the office—the secretary and the others have done the great part of the work—you might decide to leave it to the directors to apportion what is thought to be a suitable acknowledgment of the services rendered. We don't want to ask any large or unreasonable sum at all, but if it is agreeable to the members of the company, the probably would better meet the case, the solicitor asks me to say that in any event it will be a comparatively small sum, certainly under 500.

Mr. Douglas Jones: I have very much pleasure in proposing that 500. be divided amongst the liquidators and clerks of the company in such proportion as the directors may think reasonable.

Mr. Robert Anderson seconded the resolution. The Chairman said they appreciated very much the kindness and consideration shown by the members of the company; but he would suggest that a less sum would be sufficient, or it might be left in the hands of the directors.

Mr. Jones then amended his resolution so that it read "a sum exceeding 300. be divided," &c.

This was unanimously agreed to.

The Chairman: I would now like, having disposed of the business of the liquidation and reconstruction entrusted to Mr. Gulland and myself, to say a few words to you, as it has been my duty and pleasure in past years at our annual gathering, on the working of the company during the past 12 months. I now speak, I might say, as chairman both of the old and the new companies. I think from the figures shown in the balance-sheet submitted by the liquidators to-day, that the shareholders will be satisfied with the results of the company's operations during the past year, which have enabled the directors to pay the full 6 per cent. preference dividend and 1 per cent. to the ordinary shareholder. The working expenses were a little heavier than in 1899, which is mainly due to the employment of several of the steamers out of the regular outward and homeward service. One important feature to note in the balance-sheet is the reduction in the amount standing at debit of "bills payable," as compared with the previous year; for it will be observed that we paid off close upon 100,000. due to the shipbuilders, and further payments in liquidation of liability on this account have since been made. I need not allude to the tragic occurrences at Peking and throughout the whole of the northern provinces of China, which are painfully familiar to us all, further than that to repeat to you, what is well known, how adversely the foreign trade with China has been affected. The terrible massacres, the wholesale and wanton destruction of property, the utter disorganisation, and inability to carry on business, have all combined, and effectively combined, to practically stop all trade with Shantung, Chile, and Shing-tung; and, further, to cause a suspension of the progress of railway construction, which, when taken up and prosecuted with earnestness and vigour, I shall not venture on the political phase of the China difficulty, merely expressing the hope that the influence and person of the arch-obstructive, the Empress Dowager, may speedily be removed and a strong progressive rule established which will lead to a return to peaceful trading on the principle of the "open door," with free and uninterrupted access to the interior of China by the merchants and traders of all nationalities. Whilst these troubles have existed we have had to find profitable employment for your fleet in other markets and routes, and so far as the current year has gone, I am pleased to tell you the results are satisfactory. I need not go into details whilst there is so much in transition, but we are always on the alert, and with our powerful, large carrying capacity steamers are ready to take advantage of every means of profitable employment which present themselves. I have again the pleasure on behalf of the board, to express our appreciation of the work of our vigilant managing-director and the efficient staff of officers afloat and ashore—at home and abroad; and we trust that when we meet the shareholders again the directors will be able to render a satisfactory account of their stewardship. Having no resolutions to put to the meeting to-day, I have now only thank you for your attendance.

Mr. Bridge said he had great pleasure in proposing a vote of thanks to the chairman of the meeting, and also to the directors and the staff of the company for the efficient manner in which the business of the company had been carried on during the past year. He spoke as an original shareholder of the company. From the beginning he thought the company had been managed in the most efficient and satisfactory manner, and at no time perhaps more so than during the past 12 months.

Mr. Slade seconded the motion, which was unanimously carried.

The Chairman, replying on behalf of himself, the directors, and the staff, said he was exceedingly obliged to the meeting for the vote of thanks. It was a pleasure to have an original shareholder come forward and express so much satisfaction. They had all endeavoured, in their own sphere and way, to do the best they could for the company, and they believed they would be able to meet the shareholders on the next occasion with an equally satisfactory report.

The proceedings then terminated.

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## SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

June 3rd.

Mr. J. McGinty, Chief Officer of the *Esmeralda* has been promoted to Captain of that vessel.

Mr. P. G. Ashton, Second Officer of the *Perla* has been promoted to Chief Officer.

Mr. P. Skellan, Third Officer of the *Perla*, has been promoted to Second Officer.

Mr. G. A. G. Morse has been appointed Third Officer of the *Perla*.

June 4th.

Mr. E. B. Hankey, Chief Engineer, *s.s. Woosung*, has been transferred to *s.s. Chefoo*.

Mr. McGavin, Chief Engineer, *s.s. Chefoo*, has been transferred to *s.s. Woosung*.

Mr. T. A. Kyle, chief officer, *Haihow*, is transferred to the *Tungchow*.

Mr. J. Harris, and officer, *Pekin*, is transferred to the *Newchwang*.

Mr. P. Callen, and officer, *Newchwang*, is on leave.

Captain W. McClure, late *Pechili*, is transferred to the *Lienshing*.

Mr. J. R. Hynds has gone 3rd officer, *Taisang*.

Mr. F. Davis, supernumerary and officer, *Woosung*, has gone and officer, *Kingsing*.

Mr. H. Good, chief engineer, *Eladorado*, is transferred to the *Esang*.

Mr. A. Spiers, acting chief engineer, *Esang*, is awaiting orders.

Mr. D. E. McIntyre, and engineer, *Wuchang*, is transferred acting chief engineer, *Hangchow*.

Mr. J. W. Williams, acting chief engineer, *Hangchow*, is on leave.

Mr. W. Thomson, and officer, *Kalgan*, has gone chief officer, *Haihow*.

Mr. E. L. Jones, and officer, *Pekin*, is transferred to the *Kalgan*.

Captain W. J. Miller, *Paojing*, is on leave.

Captain P. Garrick, from leave, has gone in command of the *Paojing*.

Mr. Shane has gone and officer, *Szechuen*.

Mr. J. Lennox, and officer, *Pekin*, is transferred to the *Kueilin*.

Mr. H. O. Pritchard, and officer, *Kueilin*, is on shore.

June 7th.

Captain Blackland has been appointed to the *Perla*.

Captain McGinty has been transferred from the *Perla* to the *Esmeralda*.

J. Williamson has been promoted 2nd engineer of the *Esmeralda*.

I. Clark has been appointed 3rd engineer of the *Diamante*.

June 8th.

Mr. Strelly, 3rd engineer of the *Chelydra*, has been appointed and engineer of *Taisang*, vice Mr. Hutchinson, resigned.

June 10th.

E. J. Stoddart, chief engineer of the *Diamante* has gone home.

A. Wylie and engineer of *Esmeralda* has been promoted chief engineer *Diamante*.

Mr. Tindall, chief officer *Taisang* has been transferred to the *Yoonan* in the same capacity.

Mr. Stephen Cate, and officer *Taisang* has been promoted chief officer of the same ship.

Mr. C. Stuart, and officer *Fushun*, has been transferred to the *Taisang*.

June 11th.

Mr. H. P. Vincent, 2nd officer, *Pekin*, is transferred to the *Chihli*.

Mr. A. J. Philbey, 2nd officer, *Chihli*, is transferred to the *Pekin*.

Mr. J. D. James, chief officer, *Chungking*, is transferred to the *Chihli*.

Mr. P. H. Cowan, chief officer, *Chihli*, is transferred to the *Chungking*.

Mr. W. Murdoch is 3rd engineer, *Laisang*.

Captain G. Payne, from leave, commands the *Laisang*.

Mr. C. Tilley is 4th engineer, *Laisang*.

Mr. J. S. McGavin, chief engineer, *Chefoo*, is transferred to the *Woosung*.

Mr. E. Hankey, chief engineer, *Woosung*, is transferred to the *Chefoo*.

Mr. A. Donaldson, acting and engineer, *Poyang*, is on leave.

Captain W. E. Sawyer, from home leave, has gone in command of the *Macedonia*.

Mr. A. Spiers, acting chief engineer, *Esang*, has gone 2nd engineer, *Yuenwo*.

Captain F. G. Monarrat, *Macedonia*, is on leave.

Mr. M. Courtney, from leave, is chief officer, *Laisang*.

Mr. W. F. Bichard, from leave, is 2nd officer, *Laisang*.

Mr. Gooding is 3rd officer, *Laisang*.

Mr. J. D. MacOracken, from leave, is chief engineer, *Laisang*.

Mr. W. Gow, from leave, is 2nd engineer, *Laisang*.

SHIPPING AND MAIL NEWS.

MAILED DUE.

French (*Salacie*) 15th instant.

Canadian (*Empress of India*) 17th instant.

American (*Coptic*) 20th instant.

American (*America*) 25th instant.

American (*City of Peking*) 4th prox.

The Austrian Lloyd's S. N. Co.'s steamer *India* left Moji for this port last night.

The Austrian Lloyd's S. N. Co.'s steamer *María Valerie* left Singapore for this port to-day.

The Imperial German Mail steamer *Hamburg* left Foochow yesterday at 4 p.m., and may be expected here about to-night at 9 p.m.

The N. Y. K. steamer *Kagoshima Maru* (Hombay Line) left Singapore for this port on the 8th inst., and is expected to arrive here on the 14th inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India*, arrived at Yokohama, at 7 p.m. on Monday the 10th inst., and left again 3 p.m. same day for Kobe where she is due to arrive at 2 p.m. on Tuesday, the 11th inst.

HONGKONG AND WHAMPOA DOCK RETURN.

U.S.S. *Bennington* ... at Kowloon Dock.

*Union* ... at Kowloon Dock.

*St. Enoch* ... at Kowloon Dock.

*Prothetous* ... at Kowloon Dock.

*Zaire* ... at Kowloon Dock.

*June* ... at Kowloon Dock.

*Iris* ... at Kowloon Dock.

*Burnside* ... at Kowloon Dock.

*Mede* ... at Kowloon Dock.

*Hallan* ... at Kowloon Dock.

*Colonies* ... at Cosmopolitan.

*Fei Hoo* ... at Kowloon Dock.

*Munchen* ... at Kowloon Dock.

*Simongan* ... at Kowloon Dock.

*Machew* ... at Aberdeen.

PASSED THE CANAL.

Outward—14th May—*Benlauer, Glacius, Malaya, Hudson, Sydney, Samila*, 17th May—*Flintshire, Alcinou, Rhein, Crusader*.

Cargo ex *C. Ford, Laisang* subject to rent.

TO-MORROW.

Noon—C. & Co.'s steamer *Bormida* leaves for Bombay etc., via Singapore.

Daylight—The O. S. K. Co.'s steamer *Anping Maru* leaves for Amoy, via Swatow and Amoy.

Daylight—Hamburg Amerika Linie steamer *Union* ... leaves for Tsingtau (direct).

Cargo ex *Lightning* subject to rent.

Cargo ex *Chusan* subject to rent.

THURSDAY, 13th.

Noon—N. D. L. steamer *Hamburg* with mails etc., leaves for Southampton.

4 p.m.—J. C. Co.'s steamer *Loongang* leaves for Manila.

SATURDAY, 15th.

A. L. S. N. Co.'s steamer *India* leaves for Fiume and Trieste.

SUNDAY, 16th.

The O. S. K. Co.'s steamer *Daijin Maru* leaves for Coast Ports.

MONDAY, 17th.

Cargo ex *C. Ford, Laisang* subject to rent.

## Shipping.

Arrivals.

APENRADE, German steamer, 611, Lorenzen, 9th June—Newchwang 4th June, General.—Jensen & Co.

INDRAVELLI, British steamer, 3,152, W. E. Craven, R.N.R., 10th June—Portland, Or. 20th April, and Moji 5th June, General.—Shewan, Tomes & Co.

Ona, British steamer, 1,951, R. Pinkham, 11th June—Moji 3th June, Coal.—Mitsui Bussan Kaisha.

FUSHUN, British steamer, 1,500, W. H. Lunt, 11th June—Shanghai 8th June, General.—C. M. S. N. Co.

TETARTOS, German steamer, 1,517, Dense, 11th June—Samarang 2nd June, Sugar.—Siemssen & Co.

GLENGVIE, British transport, 2,244, Darke, 11th June—Taku 3rd June.

LIENSING, British steamer, 1,048, McCluer, 11th June—Canton 11th June, General.—Jardine, Matheson & Co.

KIAUSCHOU, German steamer, 6,721, P. Lünechloss



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



## PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SHINANO MARU..... J. E. P. Cook.....	MARSEILLES, LONDON & BARROW, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 14th June, at Daylight.
KAGOSHIMA MARU..... K. Kori.....	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 18th June, at Noon.
SADO MARU..... W. Thompson.....	KOBE and YOKOHAMA.....	FRIDAY, 21st June, at Daylight.
YAWATA MARU..... A. E. Moses.....	NAGASAKI, KOBE and YOKOHAMA.....	FRIDAY, 21st June, at Noon.
MIKI MARU..... M. Yagi.....	BOMBAY, via SINGAPORE and COLOMBO.....	FRIDAY, 21st June, at Noon.
HITACHI MARU..... G. Anderson.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.....	FRIDAY, 28th June, at Daylight.
ROSETTA MARU..... N. Tate.....	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	FRIDAY, 28th June, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 4th June, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	STEAMERS.	TONS.	CAPTAINS.	PROPOSED SAILINGS.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 4th July, at Noon.			
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 30th July, at Noon.			
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	at Noon.			

## THE Twin Screw Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 4th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 11th June, 1901.

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION,"

between HONGKONG and PORTLAND (Or.) on TUESDAY, the 18th instant.

Through Bills of Lading issued to Pacific Coast, Points and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information communicate with or apply to ALLAN CAMERON, General Agent,

or to SHEWAN, TOMES & CO., Hongkong, 4th June, 1901.

## Mails.

## U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

## PROPOSED SAILINGS FROM HONGKONG.

"PERU".....	TUESDAY, 18th June, at Noon.
"COPTIC".....	THURSDAY, 27th June, at Noon.
"CITY OF PEKING".....	SATURDAY, 13th July, at Noon.
"GABRIEL".....	TUESDAY, 23rd July, at Noon.
"CHINA".....	TUESDAY, 6th August, at Noon.
"DOKU".....	THURSDAY, 15th August, at Noon.

THE P.M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany cargo shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

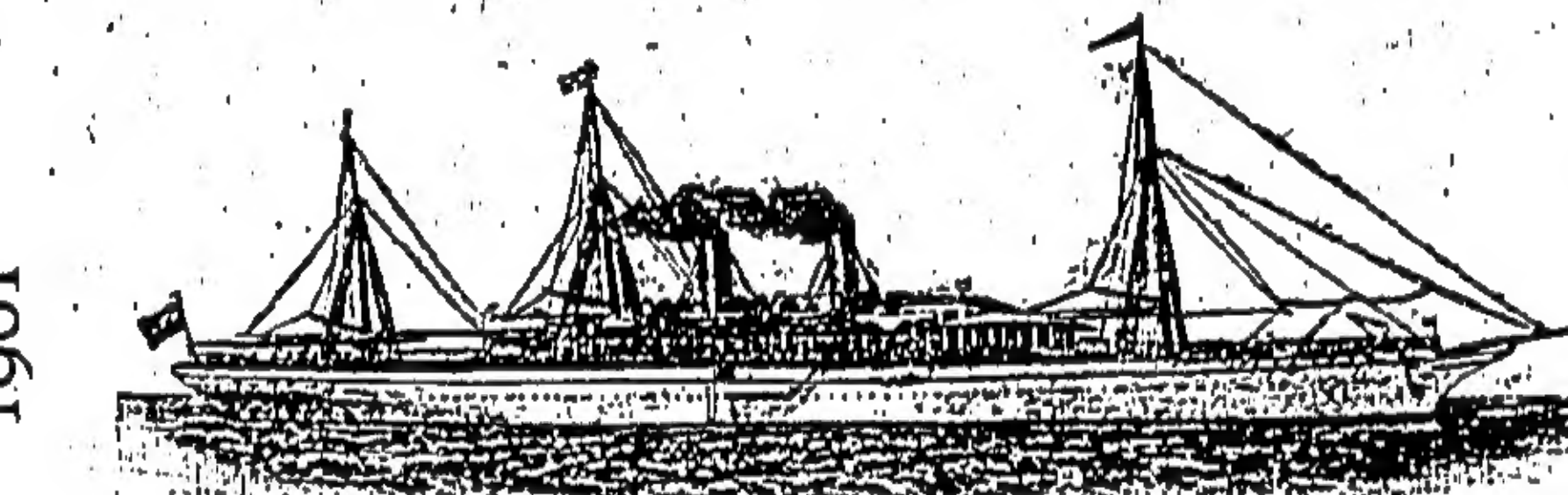
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 1st June, 1901.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R.....	WEDNESDAY, 26th June.
EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R.....	WEDNESDAY, 17th July.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R.....	WEDNESDAY, 7th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Peddie's Street.

Hongkong, 5th June, 1901.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRAOHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS (NORTH and SOUTH AMERICAN PORTS).)

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WITTENBERG..... Hempel.....	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th June. } Freight.
NUERNBERG..... Mayer.....	HAVRE and HAMBURG. (Calling at SINGAPORE).	25th June. } Freight.
SAMBIA..... Schmidt.....	HAVRE and HAMBURG. (Calling at SINGAPORE).	25th July. } Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 11th June, 1901.

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI.....	"WOOSUNG".....	12th instant.
SHANGHAI.....	"WHAMPOA".....	21st instant.
TIENSIN.....	"NANCHANG".....	On or about 30th instant.
MANILA.....	"TAIWAN".....	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....		On or about 14th July.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 11th June, 1901.

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS.	TO SAIL.
GLASGOW and LIVERPOOL.....	"GLAUCUS".....	13th June.
"	"ALCINOUS".....	14th June.

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"MAOHAON".....	25th June.
LIVERPOOL (DIRECT).....	"PROMETHEUS".....	9th July.
(Taking Cargo at LONDON RATES).	"RHIPHEUS".....	13th June.

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents, O. S. S. Co.

Hongkong, 10th June, 1901.

## THE OSAKA SHOSEN KAISHA, LIMITED.

## FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU," Captain K. Suzuki, will be despatched for the above Ports, TO-MORROW, the 12th June.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 11st May, 1901.

## THE OSAKA SHOSEN KAISHA, LIMITED.

## FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Ports, on WEDNESDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 6th June, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

## IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

## PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King. | 3,379 | about | June 20

## THE Steamship

"BELGIAN KING," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOI, KOBE, YOKOHAMA and HONOLULU, on or about the 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

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## "GLEN" LINE OF STEAMERS.

## FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY," Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th May, 1901.

## UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

## FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI," will be despatched, as above, on or about the 25th June.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 16th May, 1901.

## "GLEN" LINE OF STEAMERS.

## FOR LONDON.

THE Company's Steamship

"GLENGARRY," Captain J. S. Stevenson, will be despatched as above on FRIDAY, the 28th June.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 29th May, 1901.

## SHEWAN, TOMES &amp; CO.'S "NEW YORK" LINE.

## FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA," will be despatched for the above Port, on or about the 1st August.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 15th May, 1901.

## JUST OPENED.

A FINE Consignment of FRENCH PRESERVES of a well known make. Quality will speak for itself.

H. RUTONJEE, 4, D'Almeida Street, and 23 & 25, Elgin Road, Hongkong.

Hongkong, 15th April, 1901.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

STEAMERS. TONS. CAPTAINS. PROPOSED SAILINGS.

Duke of Fife.....3,821 J. S. Cox.....June 28

Olympia.....2,837 J. Truebridge.....July 16

Glenogle.....3,750 W. Frakes.....July 26

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDNESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KODDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 8th June, 1901.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

## THE Steamship

"PARRAMATTA," Captain R. T. Cook, R.N.R., carrying His Majesty's Mails, will be despatched from this Port, BOMBAY, on SATURDAY, the 22nd instant at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Passengers will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 8th June, 1901.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

## VIA PORTS AND SUEZ CANAL.

## PROPOSED SAILINGS FROM HONGKONG.

"HILLGLEN".....14th June.

"LOWTHER CASTLE".....30th June.

"HEATHBURN".....about 17th July.

"HUDSON".....

"JUPITER".....

"SATSUMA".....

\* Calling at MANILA.

For Freight and further Information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 25th May, 1901.



## AMERICA LENDING MONEY TO EUROPE.

The loan of \$300,000,000 which Sir Michael Hicks-Beach, Chancellor of the British Exchequer, is negotiating, and one-sixth of which, upon being negotiated in America, was subscribed many times over, draws attention to what is regarded in many quarters as a coming change in the world's financial centre. "It used to be that London was beyond question or dispute the financial capital of the world," remarks the Philadelphia Inquirer, "but that has ceased to be the fact." It continues:

"The time when London enjoyed a virtual monopoly of the business of financing governments in need of ready cash has passed away. The financial centre is shifting or has already shifted from the Old World to the New; and while it may be disagreeable to Englishmen to have this circumstance brought home to them as at the present time, they may console themselves with the reflection that they are not deterred from participating in the benefits resulting from the new dispensation."

The New York Journal of Commerce, commenting in similar vein, observes that "an American subscription of \$150,000,000 to the new British loan is by far the largest amount ever offered for investment in a foreign loan in this country," and regards the incident as one full of significance in its relation to the "widening financial horizon of the United States."

"Our people have not yet acquired a cosmopolitan range of investment, and are decidedly timid about placing their money in quarters where Frenchmen, Englishmen, and Germans have long been accustomed to invest freely. This is a fact of which the promoters of the construction by American capital, of the Hankow-Canton Railroad were compelled to take cognizance, and which greatly facilitated the acquisition of the control of this promising enterprise by the so-called Belgian syndicate. An investment in British consols can hardly be said to be an evidence of growing boldness. It is rather a proof of the existence of large accumulations of capital that seek to be placed only where the risk is reduced to a minimum. The investment of any large amount of American capital abroad is, nevertheless, part of a process which this generation may see attain imposing proportions, and which will certainly not stop short at investments in the government bonds of Great Britain, Germany, or Russia. The gilt-edged securities of Europe will command a market with us just as our own become scarce or dear, and will attract the capital for which safety is reckoned the prime requisite. But the habit of foreign investment, once formed, will tend to familiarize our capitalists with many opportunities offered by the money markets of the world of which they are at present ignorant. It may also indirectly tend to the promotion of American export trade, since there is apt to be a close connection between the kind of enterprise that demands a considerable investment of capital and the sale of merchandise to the country in which the enterprise is located."

The New York Tribune sounds a pessimistic note in considering the loan and the circumstances with which it is necessary. "John Bull will play the bill," it says, "there can be no question of the ability of the British nation to meet the financial cost of the war," but "never from mine or mine can arise the thousands of strong young lives that have been spent." The Indianapolis News takes a much more hopeful view of the situation. It says:

"In spite of the talk about 'the most disastrous budget' in the history of the country, the burden of taxation, the frightful cost of the war, and the ruin that threatened the nation, the Government finds no difficulty whatever in placing a loan of \$300,000,000. Indeed, it is demonstrated that it could have borrowed twice as much money on the same terms."

"With their new taxes in operation and their loan all subscribed for, the English statesmen will, no doubt, take a more cheerful view of life. There are many difficulties yet to be overcome, and many problems to be solved, but Great Britain is not yet a 'dying nation.' She is probably as important a factor in the affairs of the world to-day as she ever was."

## ALI BABA IN PARIS.

The police in Paris, wrote the Daily Telegraph correspondent in that city recently, have just discovered a new Ali Baba. One of them alighted upon the band of robbers in a literal sense, as without calling "Open, sesame," he fell through the roof of the cave on to a supper party. The den was situated, of all places, in foundations of old Mazas prison, now pulled down. The policemen were on their beat near the hoarding which encloses the piece of waste ground, when they saw two men carrying suspicious-looking bundles pass through an opening in the boards. One of the constables at once followed, while his colleague remained on the pavement in observation.

The first policeman soon called out to the second that the men had mysteriously disappeared, and asked his colleague to join him in the search. Constable No. 2 then went into the waste ground, but when he arrived there was not a soul in sight. His companion had vanished as well as the two presumed burglars. Shouts called forth no response; there was certainly some witchery at work. With this idea in his mind the policeman bolted, and arrived at the station with the story of the uncanny disappearance of his fellow-constable. A strong force returned with him to the spot, and a careful search was made of the ground. At last a clue was discovered. One of the policemen came upon a hole half covered with planks, two of which had fallen in. From below shone a light, and sounds of fighting, accompanied by oaths and threats, were heard. The policeman instantly jumped in and there found the missing member of the force, standing with his back to the wall of a roomy cave, and with revolver in one hand and sword in the other, holding at bay about a dozen armed men and boys and two women. The remaining constables, following one after the other down the hole, soon overpowered the gang in the den.

They then had leisure to examine the place. It was scantily furnished with one table, but plentifully stocked with miscellaneous goods. These included iron-mongery, porcelain ware, boxes of cloth, trinkets, and ornaments of all sorts heaped up in a pile in a corner. Elsewhere was a large assortment of tinned eatables of various kinds, meats, fish, vegetables, and fruit. On the table, which was lit by a very handsome wrought-iron chandelier, were the remains of a supper. A dozen or so of the fimsy had supplied the wine, while a heap of empty bottles lay strewn around the floor.

The inhabitants of the cave, the eldest of whom is 23, and the youngest 13, while the two ladies of the gang are aged 30 and 18, went quite quietly off to the police station, where, with the utmost willingness, they gave all the information desired of them. It appeared that they had settled in the cave exactly that day three months, and were celebrating the occasion by a genteel tinned beef and lobster "swarmy" when the intruding police-

man fell in upon them, dropping through the roof on to the middle of the dinner table. Since the cave-dwelling they had lived comfortably on the proceeds of shoplifting, obtaining provisions from stores laid out on pavements by grocers, and converting into cash other articles purloined from ironmongers and various dealers. The Ali Baba of the gang, who told the story, is the eldest, and goes by the nickname of "The Anarchist."

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:-

Auger, Bishop Van  
Armistead, Miss A. J.  
Avin, Miss  
Agathe, G.  
Allan, Mrs. W. J.  
Andrew, Miss  
Anderson, Mrs.  
Arnold, Miss  
Anderson, O. M.  
Ahera, J.  
Bryan, M. R.  
Bird, W. B. M.  
Barton, A. L. L.  
Buisson, W. T.  
Benham, J.  
Burroughs, Miss C.  
Byrre, A. C.  
Hoy, Mrs. J.  
Howrton, J. E.  
Bode Meyer, H. H.  
Bliss, A.  
Burden, A.  
Bless, Miss  
Bennett, E. F.  
Chapman, W. Mrs.  
Cardridge, J.  
Cowie, E. H.  
Callesen, Capt. V.  
Cowie, Mrs.  
Gucke, L. F.  
Craig, J.  
Chaves, L. L.  
Carrington, J. C.  
Cuncin, Mrs.  
Croule, Mrs.  
Costa, M. J.  
Cruz, D. B.  
Cruz, W. H. F.  
Comrie, J.  
Cuffel, E.  
Dannenberg, Miss E.  
Darlington, H.  
Dunbar, T. E.  
Deas, W. P.  
Davis, Miss A.  
Dean, F.  
Dobson, W. H.  
Dunne, J.  
Danna Sayna, A. B.  
Elkins, S. H.  
Evans, W. A.  
Emery, P. E. E.  
Folbrin, G.  
Fournier, Miss V. V.  
French, Mrs.  
Foot, Capt. F.  
Fagen, O.  
Frost, O. M.  
Frost, E. P.  
Forest, Miss A.  
Guel, F.  
Georgetown, J.  
Greenstein, B.  
Greenwood, T. L. C.  
Garratt, T.  
Griffin, C.  
Grand, H.  
Harley, R. J.  
Hoches, Mrs. H.  
Holley, P. F. G.  
H. vermyer, T. C.  
Huby, G.  
Harrison, Mrs. P.  
Hallard, F. J.  
Heacock, A.  
Hay, Rev. N. E.  
Hark, G.  
Hall, S. B.  
Henderson, W. H.  
Heanev, Mrs.  
Hawles, W. L.  
Hakata, C.  
Haring, H. G.  
Hastie, H. (S. G. A.)  
Harper, A. H.  
Harwood, T.  
Hughes, E.  
Hing, C.  
Hasie, G. F.  
Ellis Depot  
Hawes, C. H.  
Johnson, J.  
Jeffries, Rev. M.  
Jenkins, C. N.  
Juma, Mrs.  
Johnson, R.  
Jansson, A.  
Johnson Hon. H. C. B.  
Karnar, G.  
Karmata, S.  
Kirk, Dr. R.  
Kelton, W.  
Kuhn, F.  
Kirkman, G. W.  
Knapp, Jr. W.  
King, G. G.  
Kirk, A. R.  
London, H. J.  
Laglaize, L.  
Lohr, A.  
Larkin, A.  
Larkin, C. de  
Li Pin Sheng  
Lebrun, H.

Menasche, L.  
Marcus, S. R.  
McGregor, A.  
Mills, W.  
Maxwell, Lieut. D. H.  
Myer, J. D.  
Matsun, J. F.  
Mull, Miss A.  
Mein, W.  
MacCallen, D.  
McRobie, F.  
Machlowsky, P. von  
McMille, Medical Officer  
Moffatt, Dr. A. T.  
Monteiro, T.  
Mullins, J. H.  
Mehta, Miss S.  
Malpus, Miss  
Nicol, J. A.  
Neilson, E.  
Nishizaki, G.  
O'Leine, J. J.  
Owen, W. P.  
O'Connor, Mrs. J. M.  
Olcott, Miss E.  
Osborne, E.  
Paulsen, T.  
Pillay, J. R.  
Patterson, J. H.  
Patis, G.  
Pintzowsky, A.  
Paul, V.  
Parkinson, Dr. T. W.  
Pereira, Miss S.  
Plummer, H. B.  
Perrault, E.  
Prince, Miss  
Perley, S.  
Page, Miss M.  
Pastorano, D. J.  
Pastrano, B. W.  
Paine, Rev. T. W.  
Pereira, D. S. G.  
Rivingson, C. F.  
Rose, R.  
Ramos, A.  
Reul, Miss M. B.  
Rushy, C. B.  
Roberts  
Riegen, Capt. A.  
Ryder, J.  
Ruse, E. P.  
Kynolds, R.  
Rous  
Reuterford, Mrs. H. H.  
Ratnawerat, Co.  
Reid, J. G.  
Roberts, H. C.  
Robinson, & Co. J.  
Smith, W. A.  
Stewart, Messrs. J. & G.  
Siven, E.  
Stephen, A.  
Steel, S.  
Shewsbury, R. W.  
Stevens, G.  
Stanley, L.  
Sawada, Miss  
Schuh, S.  
Siv, R. T. P.  
Spier, O.  
Simpson, A. I.  
Shane, Capt.  
Shideler, A. M.  
Samborne, Dr. F. G.  
Spiller, M.  
Sanyer, N. M.  
Sparrevoth, F. G. P.  
Stewart, Miss  
Tomylkkin  
Torre, T.  
Talbot, T. W.  
Takanowchi, Miss H.  
Tsan, Mrs.  
Tong Hong  
Thomson, Mrs. A. B.  
Underwood, J.  
Vanderpyel, Mrs. M.  
White, S.  
Westrop, Miss  
Wilkins, Mrs.  
Welch, J.  
Will, W. N.  
Wheeler, I.  
Woods & Co.  
Wren, P. W. E.  
Watts, Mrs.  
Ward, E.  
Wheate, W. E.  
Westcott, H.  
Walker, J. D.  
Williamson, J.  
Wenburn, H. O.  
Williams, D.  
Waller, J.  
Whinnier, T. C.  
Watts, Miss F. W.  
Wise, A. W. S.  
Young, W. R.  
Young, H.  
Young, Ed.  
Zinn, G. A.

List of Registered Covers in Poste Restante  
Ahmed Deen, I.P.C. 638 (2)  
Blank, Miss A. Arrandale, Southport (1)  
Returned.  
Buta Singh  
Bova and Co., Supt. Brewery  
Burke All Khan, I.P.C. 866  
Brimble, Capt. A.  
Bortolo, B.  
Boral Singh  
Beverly, Bonifacio  
Chunda Singh, I.P.C. 585  
Clarke, J.  
Chao, H. Y.  
Crane, E. H.  
Collins, H. M.  
Cruz, M. B.  
Calto, J. T.  
Delhi, N. M. Khan  
Denn Singh, I.P.C. 547  
Duff, A.  
Egan, E. (2)  
Faimajee (Bombay)  
Felicie, Blas  
Fossuiane, A.  
Ferreira, F. X. P.  
Fialre, G. (Singapore)  
Fridman, R.  
Freiman, R.  
Fortesquien, H.  
Gabor Khan  
Gowala Singh, I.P.C. 807

Johnson, C. E.  
Koch, Carl  
Kader Hadjie Mohamed Abdul  
Kahn, R.  
Kemper, A. C. London  
Karan Iah  
Kahim Bakash  
Lyons & Co. J.  
Lodah Singh  
Monteiro, F. M.  
Massey, Lee, J. H.  
McKay, Charles  
Morris, Capt. R. R. A.  
Mondha Singh  
Mohamed  
Mayson, William  
MacVear, B.  
Majle, Hugo  
McNab, J.  
Mirza Sudhi  
Mitchell, R.  
Nawab Khan, I.P.C. 637  
N. C. 111.  
Nakashima, Y.  
Ota (Manila) to Omaha  
5, Praya East, Wan-chai, Hongkong.  
Ohates, Madame  
Priest, E.  
Pederson, C.  
Preston, B.  
Passantino, Z. (2)  
Ramp Dhor Singh  
Ryan, A.  
Ramla

List of Registered Covers in Poste Restante  
Ahmed Deen, I.P.C. 638 (2)  
Blank, Miss A. Arrandale, Southport (1)  
Returned.  
Buta Singh  
Bova and Co., Supt. Brewery  
Burke All Khan, I.P.C. 866  
Brimble, Capt. A.  
Bortolo, B.  
Boral Singh  
Beverly, Bonifacio  
Chunda Singh, I.P.C. 585  
Clarke, J.  
Chao, H. Y.  
Crane, E. H.  
Collins, H. M.  
Cruz, M. B.  
Calto, J. T.  
Delhi, N. M. Khan  
Denn Singh, I.P.C. 547  
Duff, A.  
Egan, E. (2)  
Faimajee (Bombay)  
Felicie, Blas  
Fossuiane, A.  
Ferreira, F. X. P.  
Fialre, G. (Singapore)  
Fridman, R.  
Freiman, R.  
Fortesquien, H.  
Gabor Khan  
Gowala Singh, I.P.C. 807

Johnson, C. E.  
Koch, Carl  
Kader Hadjie Mohamed Abdul  
Kahn, R.  
Kemper, A. C. London  
Karan Iah  
Kahim Bakash  
Lyons & Co. J.  
Lodah Singh  
Monteiro, F. M.  
Massey, Lee, J. H.  
McKay, Charles  
Morris, Capt. R. R. A.  
Mondha Singh  
Mohamed  
Mayson, William  
MacVear, B.  
Majle, Hugo  
McNab, J.  
Mirza Sudhi  
Mitchell, R.  
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Passantino, Z. (2)  
Ramp Dhor Singh  
Ryan, A.  
Ramla

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Burke All Khan, I.P.C. 866  
Brimble, Capt. A.  
Bortolo, B.  
Boral Singh  
Beverly, Bonifacio  
Chunda Singh, I.P.C. 585  
Clarke, J.  
Chao, H. Y.  
Crane, E. H.  
Collins, H. M.  
Cruz, M. B.  
Calto, J. T.  
Delhi, N. M. Khan  
Denn Singh, I.P.C. 547  
Duff, A.  
Egan, E. (2)  
Faimajee (Bombay)  
Felicie, Blas  
Fossuiane, A.  
Ferreira, F. X. P.  
Fialre, G. (Singapore)  
Fridman, R.  
Freiman, R.  
Fortesquien, H.  
Gabor Khan  
Gowala Singh, I.P.C. 807

Johnson, C. E.  
Koch, Carl  
Kader Hadjie Mohamed Abdul  
Kahn, R.  
Kemper, A. C. London  
Karan Iah  
Kahim Bakash  
Lyons & Co. J.  
Lodah Singh  
Monteiro, F. M.  
Massey, Lee, J. H.  
McKay, Charles  
Morris, Capt. R. R. A.  
Mondha Singh  
Mohamed  
Mayson, William  
MacVear, B.  
Majle, Hugo  
McNab, J.  
Mirza Sudhi  
Mitchell, R.  
Nawab Khan, I.P.C. 637  
N. C. 111.  
Nakashima, Y.  
Ota (Manila) to Omaha  
5, Praya East, Wan-chai, Hongkong.  
Ohates, Madame  
Priest, E.  
Pederson, C.  
Preston, B.  
Passantino, Z. (2)  
Ramp Dhor Singh  
Ryan, A.  
Ramla

Garcia, R.  
Gulab Khan, I.P.C. 509  
Gunda Singh  
Gleick, M.  
Gonsale, J.  
Hand, J. (Manila) To  
Constancio Haad,  
Vic. Eng. School,  
Hongkong.  
Harwood, Thomas  
Hasham Ali, I.P.C. 667  
Hiloth, St. John.  
Hazar Khan, I.P.C. 616  
Hesa, Miss O.  
Hodge, Ed. G., Port-land (Maine), Re-turned.  
Hakan Singh, I.P.C. 602  
Hall, J. L.  
Hall, R.  
Hall, Capt. F. (2)  
Hoashi, S.  
Haynes, J.  
Herman Singh (Singapore)  
Harris, W.  
Jeewan Singh, I.P.C. 664

## List of Registered Covers for Merchant Ships.

S.S. Asov ..... G. Nazimovich.  
"Atlas" ..... G. Richardson.  
H.M.S. Barfleur ..... G. Groves.  
S.S. Belgiant King ..... Abernethy.  
"China" ..... Mr. Cooper.  
"Clutching" ..... M. J. Garbutt.  
"Elite Novichok" ..... J. McCarthy.  
"Emma Luken" ..... Capt. Wallis.  
"Italian" ..... R. Olsen.  
"Manuel Laguna" ..... E. Nielson.  
S.S. Auto ..... J. P. Walker.  
"Monmouthshire" ..... Capt. J. Kennedy.  
"Monmouthshire" ..... W. Cropley.  
"President" ..... R. B. Munro.  
"Radley" ..... John Mann.  
U.S.H.S. Relief ..... Chas. McFeely.  
"Relief" ..... J. H. McNeill.  
"Relief" ..... J. H. Miller.  
"Relief" ..... C. Schindler.  
S.S. Revue ..... C. Cantonias.  
"Saint Jerome" ..... Capt. A. Jones.  
"Shantung" ..... J. Kynock.  
"Toksang" ..... R. O. Lloyd. (2)  
"Ula" ..... R. O. Lloyd. (2)

## List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Reckerheim, Sham.  
Bruff Comedy, Siangshoochan.  
Huller Duncan Piggall, Steamer Wineland.  
Cheehsiang, Sunanyuen.  
Chinglat, Th.  
Cheong Seng Loong, Toksham.  
Duncan Cheehey, Tegen.  
Farwell Writer, Watanabe, Messagerie.  
Honjo, Yeeon.  
Inganlee, Yuenmow.  
Kumcheong, 5233, 3266, 3964, 2875.  
Kwongsiangloong, 1311, 2950 (Wingon).  
Laihooyuen, Tai, West Point.  
Laptrak, 0651, 3031, (Nam Wan).  
Lichuenhang, 0208, (Suee Keechan).  
Mithunang, 5502, 7127 (Manloong).  
Nieuwen, Joseph, Tor-2688, 5288 (Wing Kee).  
pedo Depot, 6436.  
Njiewon Chiong, 3458, 4713, 5002 (Kan Quansung).  
Hok Chau.

## Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, -OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$50 Per Annum.  
PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Merchants sent to Out-Ports to fix up Installations if required.

NOTE ADDRESS:—2, ICE-HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON, Manager.

Hongkong, 13th December, 1900. [29]

## For Sale.

FOR SALE  
NEW EUROPEAN HOUSES at LEIGHTON HILL ROAD.

By investing a small sum of money, a person, in the course of a few years, would become the absolute owner of one of these houses. (Tontine System).  
For Conditions of Sale, apply to  
A. RUMJAHN, [580c]  
Hongkong, 30th May, 1901.

FOR SALE, CHEAP.  
A COTTAGE PIANO by BORD, of Paris. Three years old, in Excellent Condition. For Price, &c., apply to  
THE ROBINSON PIANO CO.  
Hongkong, 27th May, 1901. [56c]

NOW READY.  
THE SPECIAL DESCRIPTIVE AND STATISTICAL EDITION OF THE "HONGKONG TELEGRAPH." TEN PAGES.

PRICE 50 CENTS.

THOSE desirous of obtaining copies should order early, as only a limited number has been struck off and a Second Edition cannot be printed.  
The Special Edition will be mailed to any address on receipt of 50 cents to cover cost and Postage.  
Hongkong, 2nd May, 1901.

NOW READY.  
A PAMPHLET  
ON SOME SERIOUS LOCAL PROBLEMS  
AND A FEW SUGGESTIONS FOR DEALING WITH THEM.  
BEING A LECTURE DELIVERED BEFORE THE ODD VOLUMES SOCIETY BY  
MR. H. F. POLLOCK, Barrister-at-Law.

To be obtained at the OFFICE of This Paper. PRICE 30 CENTS.  
Hongkong, 1st June, 1901.

NOW READY.  
AN ACCOUNT OF THE RECEPTION OF H.M.S. "TERRIBLE" IN HONGKONG AND THE FESTIVITIES CONNECTED THEREWITH. WITH A WOODCUT OF THE "TERRIBLE."

To be obtained at the OFFICE of This Paper. PRICE 30 CENTS.

As only a limited number have been printed, intending purchasers should send their Orders early, for the issue of this interesting souvenir will soon be exhausted.  
Hongkong, 1st June, 1901.

Intimations.

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS. CHARTS AND BOOKS. NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES. Nos. 24 & 26, Queen's Road Central. [2]

NOTICE.  
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JAYES FLUID  
THE BEST  
ANTISEPTIC  
AVOID ALL RISK OF OUTBREAK BY ITS USE.  
W. G. HUMPHREYS & Co., Bank Buildings.  
Hongkong, 10th March, 1901. [17]

MEE CHEUNG, PHOTOGRAPHER, TOP FLOOR OF ICE-HOUSE, 14 ICE-HOUSE ROAD.

IS now in a position, in his New and Commodious Premises, to eclipse his heretofore ALL PHOTOGRAPHIC ART PRACTISED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.  
Hongkong, 22nd September, 1900. [150]

NOTICE.  
Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessel during her stay in Hongkong Harbour:—SEA WITCH, American ship, Howes.—Master, ADOLPH OBRIG, American ship, Amesbury.—Standard Oil Co.

Intimations.

CLARKE'S 41 PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England. [13]

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## Intimations.

NEW GOODS.  
PLENTY IN HAND.

JAPANESE CURIOS.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall.

Hongkong, 30th April, 1901. [47]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED-HAND BRAND, HARTMANN'S GREY PAINT, DAINLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.  
Hongkong, 14th May, 1901. [38]

LEVY HERMANOS. DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS. Sole Agents for CLEMENT'S WHEELS. Sole Agents for "OMEGA" WATCHES. "OMEGA" is the BEST. 40, QUEEN'S ROAD, Watson's Building.

THE NEW FRENCH REMEDY. THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.



## The Share Market.

## LATEST QUOTATIONS.

(June 11th).

Companies.	Paid up Capital.	Latest quotation.
<b>Banks.</b>		
Hongkong & Shanghai Banking Corporation	\$125	187 1/2 premium
The Bank of China & Japan, Limited.	£ 5	Nominal
The Bank of China & Japan, Limited.	£ 4	1/2
The Bank of China & Japan, Limited.	£ 1	1/2 5 buyers
National Bank of China, Ltd.	£ 8	\$27 buyers
Founders' Marine Insurance.	£ 2	\$15 sellers
London Ins. Society of Canton	\$ 50	\$340 buyers
China Ins. Co., Ltd.	\$ 25	\$60 buyers
North China Ins. Co., Ltd.	£ 25	Tls. 180
Yantai Ins. Assoc. Ltd.	\$ 60	\$125
Canton Ins. Office, Ltd.	\$ 50	\$180 sellers
Straits Ins. Co., Ltd.	\$ 20	\$1
<b>Fire Insurances.</b>		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$355 sellers
China Fire Ins. Co., Ltd.	\$ 20	\$86 sellers
<b>Shipping.</b>		
Hongkong, Canton, & Macao Steamboat Co., Limited.	\$ 15	\$35
Indo-China Steam Navigation Co., Ltd.	£ 10	\$147 sales
China & Manila S.S. Co., Ltd.	\$ 50	\$62
China S.S. Co., Ltd.	\$ 40	\$52
Donkey Steamship Co., Ltd.	\$ 50	\$55 buyers
China Mutual S. S. Co., Ltd. (Pref.)	£ 10	£12 buyers
China Mutual S. S. Co., Ltd. (Ord.)	£ 10	£12 buyers
China Mutual S. S. Co., Ltd. (Ord.)	£ 10	£12 buyers
Star Ferry Co., Ltd.	\$ 10	\$22 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	£15
<b>Refineries.</b>		
China Sugar Refining Co., Ltd.	\$100	\$139 buyers
London Sugar Refining Co., Ltd.	\$100	\$38 sellers
<b>Mining.</b>		
Punjab Mining Co., Ltd.	\$ 9	\$7 sellers
Punjab Mining Preference Shares	\$ 1	\$1.20
Shanghai Mining & Engineering Co., Ltd.	\$ 10	\$12
Quebec Mines, Ltd.	\$ 25	10 cents sales
Johns Mining and Trading Co., Ltd.	\$ 5	\$5 buyers
Raub Mining Gold Mining Co., Ltd.	\$ 18	100 \$12
Oliver Freehold Mines, Ltd.	\$ 5	\$12
Oliver Freehold Mines, Ltd.	\$ 5	\$12
Doors, Wharves and Godowns.	\$ 3	\$14
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$325 sales
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$105
Wanchai Warehouse & Storage Co., Ltd.	\$ 37	\$24
New Amoy Dock Co., Ltd.	\$ 6	\$22 buyers
<b>Land, Hotels and Buildings.</b>		
China Provisional Land & Mortgage Co., Ltd.	10	\$9.85 sales
Hongkong Land & Mortgage Co., Ltd.	100	\$100 sales
Kowloon Land & Mortgage Co., Ltd.	10	\$30 sales
West Point Land & Mortgage Co., Ltd.	10	\$35 sales
Hongkong Hotel Co., Ltd.	\$ 50	\$128 sellers
Oriental Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphrey's Hotel & Finance Co., Ltd.	\$ 10	\$132 sellers
<b>Exchange.</b>		
Hongkong, 11th June.		
ON LONDON, Telegraphic Transfer	111 1/2	
Bank Bills on demand	111 9/10	
Credit, 4 months' sight	111 1/2	
Diments, 4 months' sight	111 1/2	
ON BERLIN, (demand)	111 1/2	
ON PARIS, Bank Bills on demand	2 1/2	
Credit, 4 months' sight	2 1/2	
ON NEW YORK, Bank Bills on demand	47 1/2	
Credit, 30 days' sight	47 1/2	
ON BOMBAY, Telegraphic Transfer	147 1/2	
On demand	147 1/2	
ON SHANGHAI, Telegraphic Transfer	72 1/2	
Private 30 days' sight	72 1/2	
ON YOKOHAMA, T.T.	34 1/2	
On demand	34 1/2	
Gold Leaf 100 touch, per taal	510.66	
Bar Silver	510.66	
Dollars	510.66	
<b>OPIMUM QUOTATIONS.</b>		
Hongkong, 11th June.		
New Patna	\$980	per chest
Old Patna	\$975	per chest
New Benares	\$975	per picul
New Malwa	\$840	
Old Malwa	\$850/80	
Persian, paper tied	\$810	
<b>VESSELS IN PORT.</b>		
<b>Steamers.</b>		
ATHENIAN, British steamer, 2,444, H. Mowat, 5th April—Vancouver via Comox, Kobe and Moji 7th March, Timber and Flour—C. P. R. Co.		
BORINIA, Italian steamer, 1,499, Costa Demetrio, 4th June—Bombay 17th May, and Singapore 28th, General—Carlowitz & Co.		
BURNSIDE, American steamer, 1,400, A. H. Laffin, 14th April—Manila 11th April, Cable—Government.		
CASSIUS, German steamer, 1,434, T. Gerlach, 8th June—Moji 1st June, Coal—Lauts, Wegener & Co.		
CLAM, British steamer, 2,310, J. Evans, 8th June—Bali-Papan (Horne) 31st May, Bulk Petroleum—Arnhold, Koberg & Co.		
C. P. R. Co., 1st June—Singapore 4th June, General—Stimson & Co.		
DIAMANT, British steamer, 1,254, A. Rumsby, 10th June—Manila 7th June, General—Shewan, Tomes & Co.		
ELITA NOSSACK, German steamer, 1,161, H. Bruhn, 18th May—Chinkiang 13th May, General—E. A. T. Co.		
FLANDRIA, German steamer, 1,286, Drews, 10th June—Shanghai 7th June, General—Stimson & Co.		
HAILAN, French steamer, 377, M. Maris, 8th June—Fakhai 6th June, and Hoihow 7th, General—A. R. Marty.		
HOKIAO, French steamer, 532, Melles, 8th June—Takow 6th June, General—A. R. Marty.		
<b>Other Vessels.</b>		
CELESTE BURRILL, British ship, 1,764, C. A. Treby, 29th May—Manila 9th May, Ballast—Order.		
DUNDEE, British ship, 1,998, Herning, 14th Oct.—New York 29th June, Kerosine Oil—Standard Oil Co.		
EVIE J. RAY, American bark, Kaster, 24th May—Singapore 27th Mar, Timber—Sander, Wieler & Co.		
FULWOOD, British ship, 1,985, Thomas, 1st Dec.—Cardiff via Cape Town 26th Sept, Coal—Government.		
LUZON, American 4-masted schooner, 512, Aderson, 31st Mar.—Port Townsend 28th Dec, General—Holliday, Wise & Co.		
MADAGASCAR, British 4-masted bark, 1,997, A. H. Smith, 4th Mar.—from New York, Oil—Standard Oil Co.		
MARCHELLE DE VILLARD, French bark, 1,717, Rinaldi, 31st May—Cardiff 4th Jan, Coal—F. C. Trading Co.		
MERCURY, German schooner, 52, Wares, 23rd Feb.—Yap 9th Feb, Ballast—Stimson & Co.		
SEA-WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb, Ballast—Master.		
SUSSEX, British bark, 1,212, Guthrie, 17th May—Freemantle 26th Mar, San-lalwood—Master.		
VALDE DE DUON, British bark, 717, Petersen, 28th May—Rajang 29th April, Timber—Sander, Wieler & Co.		
VIMEIRA, British 4-masted bark, 2,235, D. S. Millan, 23rd Jan—New York 3rd Sept, Coal—Order.		
<b>HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.</b>		
Hongkong, June 11th, 1901.		
Alacrity, despatch-vessel, 1,700 tons, 10 guns, 4,000 h.p., Comdr. G. F. M. Craddock, Shanghai.		
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, en route Shanghai.		
Arctura, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Starin, Woosung.		
Argonaut, 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Shanghai.		
Astron, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.		
Aurora, 1st-class cruiser, 5,000 tons, 8,500 h.p., 12 guns, Capt. E. H. Bayly, C.B., Foochow.		
Barfleur, 1st-class battleship, 13,200 tons, 14 guns, 13,162 h.p., Captain G. J. S. Warrender, Nagasaki.		
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. Henderson, C.M.G., Woosung.		
Bonaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 h.p., Captain G. G. Swale, en route Home.		
Brantley, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.		
Brix, 3rd-class cruiser, 1,770 tons, 6 guns, 2,600 h.p., Commander Sir Boucher Wrey, Bari, Hankow.		
Britannia, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Foochow.		
Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, R.N., Shanghai.		
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Pakenham, Hongkong.		
Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Tillard, Shanghai.		
Endymion, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, Hongkong.		
Esk, 2nd-class gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. F. Blunt, Chinkiang.		
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.		
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Canton.		
Glory, 1st-class battleship, 14,850 tons, 16 guns, 13,500 h.p., Captain F. S. Ingfield, Japan.		
Goldfish, 1st-class battleship, 12,050 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, Shanghai.		
Handy, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.		
Hart, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., Lieut. and Comdr. G. C. Hardy.		
Hermione, 2nd-class cruiser, 4,500 tons, 10 guns, 9,000 h.p., Capt. R. S. D. Cunningham, en route Shanghai.		
Hummer, storeship, 1,640 tons, 800 h.p., Comdr. H. J. Davison, Hongkong.		
Itis, 2nd-class cruiser, 5,650 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, Weihaiwei.		
Janus, torpedo-boat destroyer, in reserve.		
Litton, gun-boat, 1,100 tons, 2 guns, 1,200 h.p., 6-pounders, 870 h.p., Commander W. W. Smythe, Singapore.		
Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 h.p., Lieut.-Comdr. J. C. Watson, en route Singapore.		
<b>Other Vessels.</b>		
Ocean, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Hon. A. G. Curzon, Howe, C.B., C.M.G., A.D.C., Woosung.		
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Shanghai.		
Oliver, torpedo-boat destroyer, Lieut. and Comdr. P. P. Mansel, Shanghai.		
Phantix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Tientsin.		
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Comdr. J. F. E. Green, Spore.		
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.		
Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. O. V. de M. Cowper, Shanghai.		
Redpoll, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut.-Com. C. F. Corbett, Shanghai.		
Robin, river-gunboat, 2 guns, Lieut.-Comdr. G. G. Webster, West River.		
Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Com. C. Hamilton, en route Singapore.		
Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, West River.		
Snipe, river-gunboat, 85 tons, 2 guns, 140 h.p., Lieut. and Commander Oldham, Yangtze.		
Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 h.p., Hongkong.		
Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beatty-Fennell, Hongkong.		
Talbot, 2nd-class cruiser, 5,600 tons, 8,000 h.p., Capt. F. C. Stophard, Hongkong.		
Tamar, receiving ship, 4,600 tons, Commodore Powell, O.B., Hongkong.		
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 15,000 h.p., Capt. Percy Scott, C.B., Hongkong.		
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.		
Waterwitch, surveying ship, 620 tons, Lieut.-Comdr. Lys, Manila.		
Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 h.p., Lt.-Comdr. Mackenzie, D.S.O., Shanghai.		
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.		
Woodcock, river-gunboat, 2 guns, 360 h.p., Lieut.-Comdr. Watson, Kiangning.		
Woodlark, river-gunboat, 2 guns, 350 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.		
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.		
<b>Miscellaneous.</b>		
Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.		
Donau, Austrian cruiser, 2,340 tons, Captain Victor Bress von Sambuchi, en route Spore.		
Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Sybrandi, Swatow.		
Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 h.p., Capt. M. V. Eilissen, Shanghai.		
Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,500 tons, 5,900 h.p., Capt. J. P. Rossum, Swatow.		
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.		
Maria Theresia, Austrian cruiser, 10 guns, 5,000 tons, 9,755 h.p., Capt. V. Bless, R.N.V.R., Sambuchi, Shanghai.		
Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,735 h.p., Capt. Jansen, Taku.		
Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.		
Zenta, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.		
<b>FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.</b>		
<b>The Russian Squadron.</b>		
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.		
Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Verslojsky, at Tientsin.		
Alecut, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskis, at Nagasaki.		
Bobie, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,500 h.p., Captain Dobrovolsky, at Taku.		
Dimir Donskoy, Russian armoured cruiser, 5,800 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.		
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.		
Gremiatsev, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku.		
Koreyet, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silman, at Taku.		
Mandjuria, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.		
Nastarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.		
Nayadnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.		
Olavany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coplanoff, at Nagasaki.		
Petrovskoy, Russian battleship, 12,000 tons, Capt. Grevas, at Nagasaki.		
Poltava, Russian battleship, 10,960 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.		
Rostia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domogiroff, at Nagasaki.		
Roskavik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.		
Rurik, Russian flag-ship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.		
Sevastopol, Russian battleship, 10,900 tons, 13,600 h.p., 16 guns, Capt. Meleusky, at Nagasaki.		
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.		
Siroi Velky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Molias, at Taku.		
Stovitch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Subotkin, at Nagasaki.		
Sunaborg, 1st class, Russian torpedo boat, 60 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.		
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.		
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchoussky, at Nagasaki.		
Vsadin, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulja, at Taku.		
Zabitsa, Russian cruiser, 1,320 tons, 20 guns, 2,000 h.p., Capt. Shkurin, at Nagasaki.		
<b>(1st and 2nd class.)</b>		
Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.		
Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.		
Jantichich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.		
Kasanka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.		
Kli, Russian torpedo boat, 350 tons, Captain Kivarsky, at Shanghai.		
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 23 knots.		
Novorossiysk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 23 knots.		
Podorvits, Russian torpedo boat, 33 tons, 1 gun, 220 h.p., 16 knots.		
<b>THE GERMAN SQUADRON.</b>		
Brandenburg, German battleship, 10,100 tons, 40 guns, Capt. Zur S. Rosendahl, at Woosung.		
Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassowitz, at Shanghai.		
* First Bismarck, German flag-ship, 11,000 tons, 36 guns, Capt. Graf Lotke, at Taku.		
Gefion, German cruiser, 4,100 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.		
Geier, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, at Hongkong.		
* * * Hansa, German cruiser, 6,800 tons, 30 guns, Capt. Pascher, at Woosung.		
Hela, German despatch-vessel, 2,000 tons, 12 guns, Capt. Ramold, at Woosung.		
Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.		
Ilisi, German gunboat, 850 tons, 10 guns, Lieut.-Comdr. Stamer, at Shanghai.		
Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.		
Jaguar, German gunboat, 900 tons, 10 guns, Capt. Berger, at Hongkong.		
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gülich, at Amoy.		
* * * Kurfürst Friedrich Wilhelm, German battleship, 10,100 tons, 40 guns, Capt. von Holtendorff, at Woosung.		
Luchs, German gunboat, 850 tons, 10 guns, Lieut. Bachmard, at Shanghai.		
Swach, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.		
Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.		
Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstadt, at Shanghai.		
Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.		
Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhausen, at Taku.		
K. F. Wilhelm, German battleship, at Nagasaki.		
No. 90, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.		
No. 91, German torpedo-boat, 350 tons, Capt. Lieut. Püllen, at Shanghai.		
No. 92, German torpedo-boat, 320 tons, Capt. Fluhrich, at Shanghai.		
* Flagship of His Excellency Vice-Admiral Bendemann.		
* * Flagship of Rear-Admiral Geissler.		
* * Flagship, Rear-Admiral Kirchhoff.		
<b>THE FRENCH SQUADRON.</b>		
Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.		
Amiral Courbet, 2nd-class cruiser, 4,750 tons, Capt. Baehle, Japan.		
Bengali, 2nd class despatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.		
Chastel, 2nd class despatch-boat, 4,000 tons, 50 h.p., 18 guns, Capt. Espinay St. Luc, at Hongkong.		
Comet, gun-boat, 600 tons, Capt. Lottel, at Canton.		
Desdres, gunboat, 690 tons, Capt. Maresubette, at Taku.		
* D'Entrecasteaux, 1st class cruiser, 3,100 tons, 26 guns, 13,500 h.p., Capt. de Mollies, at Taku.		
Declarat, 2nd class protected cruiser, 4,000 tons, 36 guns 631 h.p., Captain Sialme, at Hongkong.		
Eure, Despatch-transport, Capt. Vallée, at Saigon.		
Friant, gunboat, 693 tons, Capt. Adam, at Shanghai.		
Güichon, 1st-class cruiser, 9,000 tons, Capt. Perem, at Shanghai.		
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Taku.		
Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.		
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.		
Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Motet, at Shanghai.		
Surpales, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Morret, at Taku.		
Ville D'Alger, monitor, 944 tons, Captain Bonnessaut, at Hongkong.		
Viper, gunboat, 400 tons, Captain G. del Villeneuve, at Saigon.		



## AMERICA LENDING MONEY TO EUROPE.

The loan of \$300,000,000 which Sir Michael Hicks-Beach, Chancellor of the British Exchequer, is negotiating, and one-sixth of which, upon being negotiated in America, was subscribed many times over, draws attention to what is regarded in many quarters as a coming change in the world's financial centre. "It used to be that London was beyond question or dispute the financial capital of the world," remarks the Philadelphia Inquirer, "but that has ceased to be the fact." It continues:

"The time when London enjoyed a virtual monopoly of the business of financing governments in need of ready cash has passed away. The financial centre is shifting, or has already shifted from the Old World to the New; and while it may be disagreeable for Englishmen to have this circumstance brought home to them as at the present time, they may console themselves with the reflection that they are not debarred from participating in the benefits resulting from the new dispensation."

The New York Journal of Commerce, commenting in similar vein, observes that "an American subscription of \$500,000,000 to the new British loan is by far the largest amount ever offered for investment in a foreign loan in this country," and regards the incident as one full of significance in its relation to the "widening financial horizon of the United States." It declares:

"Our people have not yet acquired a cosmopolitan range of investment, and are decidedly timid about placing their money in quarters where Frenchmen, Englishmen, and Germans have long been accustomed to invest freely. This is a fact of which the promoters of the Hankow-Canton Railroad were compelled to take cognizance, and which greatly facilitated the acquisition of the control of this promising enterprise by the so-called Belgian syndicate. An investment in British consols can hardly be said to be an evidence of growing boldness. It is rather a proof of the existence of large accumulations of capital that seek to be placed only where the risk is reduced to a minimum. The investment of any large amount of American capital abroad is, nevertheless, part of a process which this generation may see attain imposing proportions, and which will certainly not stop short of investments in the government bonds of Great Britain, Germany, or Russia. The gilt-edged securities of Europe will command a market with us just as our own become scarce or dear, and will attract the capital for which safety is reckoned the prime requisite. But the habit of foreign investment, once found, will tend to familiarize our capitalists with many opportunities offered by the money markets of the world of which they are at present ignorant. It may also indirectly tend to the promotion of American export trade, since there is not to be a close connection between the kind of enterprise that demands a considerable investment of capital and the sale of merchandise to the country in which the enterprise is located."

The New York Tribune sounds a pessimistic note in considering the loan and the circumstances with which it is necessary. "John Bull will play the bill," it says, "there can be question of the ability of the British nation to meet the financial cost of the war," but "never from mine or yours can arise the thousands of strong young lives that have been spent." The Indianapolis News takes a much more hopeful view of the situation. It says: "In spite of the talk about 'the most disastrous budget' in the history of the country, the burden of taxation, the frightful cost of the war, and the ruin that threatened the nation, the Government finds no difficulty whatever in placing a loan of \$300,000,000. Indeed, it is demonstrated that it could have borrowed twice as much money on the same terms."

"With their new taxes in operation and their loan all subscribed for, the English statesmen will, no doubt, take a more cheerful view of life. There are many difficulties yet to be overcome, and many problems to be solved, but Great Britain is not yet a dying nation. She is probably as important a factor in the affairs of the world to-day as she ever was."

## ALI BABA IN PARIS.

The police in Paris, wrote the Daily Telegraph correspondent in that city recently, have just discovered a new Ali Baba. One of them alighted upon the band of robbers in a literal sense, as without calling "Open, sesame," he fell through the roof of the cave on to a supper party. The den was situated, of all places, in foundations of old Mazas prison, now pulled down. The policemen were on their beat near the hoarding which encloses the piece of waste ground, when they saw two men carrying suspicious-looking bundles pass through an opening in the boards. One of the constables at once followed, while his colleague remained on the pavement in observation.

The first policeman soon called out to the second that the men had mysteriously disappeared, and asked his colleague to join him in the search. Constable No. 2 then went into the waste ground, but when he arrived there was not a soul in sight. His companion had vanished as well as the two presumed burglars. Shouts called forth no response; there was certainly some witchery at work. With this idea in his mind the policeman bolted, and arrived panting at the station, with the story of the uncanny disappearance of his fellow-constable. A strong force returned with him to the spot, and a careful search was made of the ground. At last a clue was discovered. One of the policemen came upon a hole half covered with planks, two of which had fallen in. From below shone a light, and sounds of fighting, accompanied by oaths and threats, were heard. The policeman instantly jumped in, and there found the missing member of the force, standing with his back to the wall of a roomy cave, and with revolver in one hand and sword in the other, holding at bay about a dozen armed men and boys and two women. The remaining constables, following one after the other down the hole, soon overpowered the gang in the den.

They then had leisure to examine the place. It was scantily furnished, with one table, but plentifully stocked with miscellaneous goods. These included iron-mongery, porcelain ware, hales of cloth, trinkets, and ornaments of all sorts heaped up in a pile in a corner. Elsewhere was a large assortment of tinned eatables of various kinds, meats, fish, vegetables, and fruit. On the table, which was lit by a very handsome wrought-iron candelabra, were the remains of a supper. A dozen or so of the fine had supplied the wine, while a heap of empty bottles lay strewn around the floor.

The inhabitants of the cave, the eldest of whom is 23, and the youngest 13, while the two ladies of the gang are aged 40 and 18, went quite quietly off to the police station, where, with the utmost willingness, they gave all the information desired of them. It appeared that they had settled in the cave exactly that day three months, and were celebrating the occasion by a genuine tinned beef and lobster "awarry" when the intruding police-

men fell in upon them, dropping through the roof on to the middle of the dinner table. Since the capturing, they had lived comfortably on the proceeds of shoplifting, obtaining provisions from stores laid out on pavements by grocers, and converting into cash other articles purloined from ironmongers and various dealers. The Ali Baba of the gang, who told the story, is the eldest, and goes by the nickname of "The Anarchist."

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Auger, Bishop Van  
Armistead, Miss A. J.  
Awwin, Miss  
Agathe, C.  
Allan, Mrs. W. J.  
Andrew, Miss  
Anderson, Mrs.  
Arnold, Miss  
Anderson, O. M.  
Abern, J.  
Bryan, M. R.  
Birt, W. B. M.  
Barton, A. L. L.  
Bliss, W. T.  
Bonham  
Burroughs, Miss C.  
Byer, A. C.  
Boyd, Mrs. J.  
Borow, J. E.  
Bodmeyer, H. H.  
Bliss, A.  
Burden, A.  
Bliss, Miss  
Bennett, E. F.  
Chapman, W. Mrs.  
Cartledge, J.  
Cowie, E. H.  
Callesen, Capt. V.  
Cowie, Mrs.  
Gouke, L. F.  
Craig, J.  
Chaves, L. L.  
Carrington, J. C.  
Cuncin, Mrs.  
Croulie, Mrs.  
Costa, M. J.  
Carsson, A.  
Cruz, D. B.  
Cary, W. H. F.  
Coe, J.  
Cuffey, E.  
Dannenberg, Miss E.  
Darlington, H.  
Dunbar, T. E.  
Deas, W. P.  
Davis, Miss A.  
Dean, F.  
Dobson, W. H.  
Donnels  
Darna Sayna, A. B.  
Elkins, S. B.  
Evans, W. A.  
Emery, P. E. E.  
Fobris, G.  
Freeman, Miss V. W.  
Frost, Capt. F.  
Fagen, O.  
Flint, O. M.  
Frost, E. P.  
Forest, Miss A.  
Goez, F.  
Georgeson, J.  
Grunstein, B.  
Grenwood, T. L. C.  
Garratt, C.  
Griffin, C.  
Grandi, H.  
Hardey, R. J.  
Hachez, Mrs. H.  
Hedley, P. F. C.  
Hermeyer, T. C.  
Huby, C.  
Harrison, Mrs. P.  
Hallard, F. J.  
Hancock, A.  
Hay, Rev. N. E.  
Hark, G.  
Hall, S. B.  
Henderson, W. H.  
Heaney, Mrs.  
Hawes, W. L.  
Hakata, C.  
Harding, H. G.  
Hastie, J. (R.O.A.)  
Harper, A. H.  
Harwood, T.  
Hughes, E.  
Hing, C.  
Hastie, G. F.  
Hill Depdt  
Hawes, C. H.  
Johnson, J.  
Jeffries, Rev. M.  
Jenkins, C. M.  
Juma, Mrs.  
Johnson, R.  
Jansson, A.  
Johnson Hon. H. C. B.  
Kelper, G.  
Karmants, B.  
Kirk, Dr. R.  
Kahn, W.  
Kuhn, F.  
Kirkman, G. W.  
Knapp, Jr. W.  
King, G. G.  
Kirk, A. R.  
London, H. J.  
Laglaize, L.  
Loher, A.  
Larkin, A.  
Leon, C. de  
Li Pin Shang  
Lebrun, H.

Menasché, L.  
Marcus, S. R.  
McGregor, A.  
Mills, W.  
Maxwell, Lieut. D. H.  
Meyer, J. D.  
Matteson, J. F.  
Mui, Miss A.  
Mein, W.  
MacCallen, D.  
McKobie, F.  
Machlowsky, F. von  
McMilne  
Moffatt, Dr. A. T.  
Monteiro, T.  
Mullins, J. H.  
Mehta, Miss S.  
Malpus, Miss  
Nicol, J. A.  
Neilson, E.  
Nishizaki, G.  
O'Brien, J. J.  
Owen, W. P.  
O'Connor, Mrs. J. M.  
Olcott, Miss E.  
Osborne, E.  
Paulsen, T.  
Pillay, J. R.  
Patterson, J. H.  
Paisis, G.  
Pintowsky, A.  
Paul, V.  
Parkinson, Dr. T. W.  
Pereira, Miss S.  
Plummer, H. B.  
Perrault, E.  
Prince, Miss  
Perkey, S.  
Page, Miss M.  
Pastano, D. J.  
Pastano, D. J.  
Palmer, B. W.  
Painter, Rev. T. W.  
Pereira, D. S. G.  
Rivingson, C. F.  
Ramos, A.  
Reid, Miss M. B.  
Rushy, C. B.  
Roberts  
Riegen, Capt. A.  
Ryder, J.  
Ruse, E. P.  
Rushy, R.  
Ringsdorf, R.  
Reuterford, Mrs. H. H.  
Ratnawerat, Co.  
Reid, J. G.  
Roberts, H. C.  
Robinson, & Co. J.  
Smith, W. A.  
Stewart, Messrs. J. & G.  
Siven, E.  
Stephen, A.  
Steel  
Shrewsbury, R. W.  
Stevens, G.  
Stanley, L.  
Sawada, Miss  
Schuh, S.  
Siv, R. T. P.  
Spieler, O.  
Simpson, A. I.  
Shane, Capt.  
Shideler, A. M.  
Samborne, Dr. F. G.  
Spiller, M.  
Sanyer, N. M.  
Sparrevoth, F. G. P.  
Stewart, Miss  
Tomylkkin  
Torre, T.  
Talbot, T. W.  
Takenouchi, Miss H.  
Tean, Mrs.  
Tong, Hong  
Thomson, Mrs. A. B.  
Underwood, J.  
Vanderpeyl, Mrs. M.  
White, S.  
Westrop, Miss  
Wilkins, Mrs.  
Welch, J.  
Will, W. N.  
Wheeler, I.  
Woods & Co.  
Wren, Pt. W. E.  
Watts, Mrs.  
Ward, E.  
Wheeler, W. E.  
Wickens, J.  
Walker, J. D.  
Williamson, J.  
Wenburn, H. O.  
Williams, D.  
Waller, J.  
Whitnerah, T. C.  
Watts, Miss F. W.  
Wise, A. W. S.  
Young, W. R.  
Young, H.  
Zinn, G. A.

List of Registered Covers in Poste Restante.  
Ahmed Dean, I.P.C. 638 (2)  
Blank, Miss A. Arran-  
dale, Southport (1)  
Returned.  
Buta Singh  
Bova and Co, Supt.  
Brewery  
Burke All Khan,  
I.P.C. 856  
Brimble, Capt. A.  
Bernal, B.  
Babal Singh  
Beveral Bonifacio  
Chunda Singh, I.P.C. 85  
Clark, J.  
Chao, H. Y.  
Crane, E. H.  
Collins, H. M.  
Cruz, M. B.  
Catto, J. T.  
Dahi, N. M. Khan.  
Duff Singh, I.P.C. 347  
Duff, A.  
Delbance, E.  
Ezra, F.  
Ekmaleg (Bombay)  
Felice, Blay  
Fossuiane, A.  
Ferreira, F. X. P.  
Farris, G. (Singapore)  
Freidman, R.  
Freiman, R.  
Fortesquien, H.  
Gahor Khan  
Gowani Singh, I.P.C. 807

Johnson, C. E.  
Koch, Carl  
Kader Hadjie Mo-  
dale, Southport (1)  
Returned.  
Kahn, R.  
Kemper, A. C. London  
Karan Ilahi  
Kahim Bakash  
Lyons & Co, J.  
Ludh Singh  
Montero, F. M.  
Massey-Lee, J. H.  
McKay, Charles  
Morris, Capt. R. A.  
Mondha Singh  
Mohamed  
Mayson, William  
MacVeagh, E.  
Marle, Hugo  
McNah, J.  
Mirza Sadig  
Mitchell, R.  
Nawab Khan, I.P.C. 637  
N. C. 111.  
Nelson, A.  
Nabashima, Y.  
Ota (Manila) to Omuh,  
5, Praya East Wan-  
chai, Hongkong.  
Ohlsen, Madame  
Prist, E.  
Pederson, C.  
Preston, B.  
Passantino, Z. (2)  
Raj Dhor Singh  
Ryan, A.  
Ramaji

Garcia, R.  
Gulab Khan, I.P.C. 509  
Gunda Singh  
Glick, M.  
Gonsale, J.  
Hand, J. (Manila), To  
Constancio Haad,  
Vic. Eng. School,  
Hongkong.  
Harwood, Thomas  
Hasham Ali, I.P.C. 667  
Hilton, St. John.  
Hazar Khan, I.P.C. 616  
Haze, Miss O.  
Hodge, Ed. G., Port-  
land (Maine), Re-  
turned.  
Hakan Singh, I.P.C. 602  
Hall, J. L.  
Harrison, R.  
Hall, Capt. F. (2)  
Hoashi, S.  
Haynes, J.  
Herman Singh (Sin-  
gapore)  
Harris, W.  
Jewan Singh, I.P.C. 664

## List of Registered Covers for Merchant Ships.

S.S. Asrov ..... G. Nazimovich.  
"Atlas" ..... M. Richardson.  
H.M.S. Barfleur ..... G. Groves.  
S.S. Belgian King ..... Abernethy.  
"Ching" ..... A. E. Cooper.  
"Claring" ..... M. C. Tilston.  
"Deucalion" ..... M. J. Garbutt.  
"Elite Norach" ..... J. J. McCarthy.  
"Emma Luyken" ..... Capt. Wallis.  
"Hailan" ..... R. Olsen.  
"Manuel Laguna" ..... E. Nielson.  
S.S. Muto ..... J. P. Walker.  
"Monmouthshire" ..... Capt. J. Kennedy.  
"Monmouthshire" ..... W. Cropley.  
"President" ..... R. B. Munro.  
"Radley" ..... John Mann.  
U.S.S. Relief ..... Chas. McFeely.  
"Relief" ..... J. H. McNeill.  
"Relief" ..... F. H. Miller.  
"Relief" ..... F. Schneider.  
S.S. Arava ..... C. Cantonias.  
"Shantung" ..... J. Kynock.  
"Thakung" ..... J. Kynock.  
"Ula" ..... R. O. Lloed. (2)

## List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Reckerheim  
Bruff Comedy  
Butler Duncan Pigtail  
Cheehosiang  
Chingtai  
Cheong Seng Loong  
Duncan Chaney  
Farwell Writer  
Hojioo  
Inganlee  
Kamcheong  
Kwongsiang  
Laihyuen  
Lapnik  
Lichunshang  
Liuwhang, Joseph, Tor-  
res Depot  
Njiewoo Chiong  
Powlee  
Quanonsung  
Sham  
Siongshoochan  
Steamer Wineland  
Sunsanyuen  
Thi  
Toksham  
Turgens  
Watanabe, Messagerie  
Yeeon  
Yuenmow  
5233, 3266, 3964, 2875  
1111, 2950 (Wingon)  
Tai, West Point  
0651, 3031 (Nam Wan)  
0208, (Sweet Keechan)  
5502, 7127 (Manloong)  
2688, 5288 (Wing Kee)  
6436  
3458, 4713, 5002 (Kan  
Hok Chau.

## Entiminations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE,  
OPEN DAY AND NIGHT.

## SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.  
PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING:

BATTERIES,  
CHEMICALS,  
ELECTRIC BELLS,  
INSULATORS,  
LIGHTNING CONDUCTORS,  
SWITCHES,  
TELEPHONES,  
WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS.

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians apply to Our Ports to fit up Installations if required.

NOTE ADDRESS—1, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON, Manager.  
Hongkong, 13th December, 1900. [29]

## For Sale.

FOR SALE.  
NEW EUROPEAN HOUSES at LAHOE, HILL ROAD.  
By investing a small sum of money, a person in the course of a few years, would become the absolute owner of one of these houses, (Tontine System).  
For Conditions of Sale, apply to  
A. RUMJAHN.  
Hongkong, 30th May, 1901. [580c]

FOR SALE, CHEAP.  
A COTTAGE, PIANO by BORD, of PARIS, Three years old, in Excellent Condition. For Price, &c., apply to  
THE ROBINSON PIANO CO.  
Hongkong, 27th May, 1901. [565c]

NOW READY.  
THE SPECIAL DESCRIPTIVE AND STATISTICAL EDITION OF THE "HONGKONG TELEGRAPH." TEN PAGES.  
PRICE 50 CENTS.

THOSE desirous of obtaining copies should order early, as only a limited number has been struck off and a second edition cannot be printed.  
The Special Edition will be mailed to any address on receipt of 50 cents to cover cost and postage.  
Hongkong, 2nd May, 1901.

NOW READY.  
A PAMPHLET  
SOME SERIOUS LOCAL PROBLEMS AND A FEW SUGGESTIONS FOR DEALING WITH THEM.  
BEING A LECTURE DELIVERED BEFORE THE ODD VOLUMES SOCIETY BY  
MR. H. E. POLLOCK,  
Barrister-at-Law.

To be obtained at the OFFICE of This Paper, PRICE 30 CENTS.  
Hongkong, 1st June, 1901.

NOW READY.  
AN ACCOUNT OF THE RECEPTION OF H.M.S. "TERRIBLE" IN HONGKONG AND THE FESTIVITIES CONNECTED THEREWITH. WITH A WOODCUT OF THE "TERRIBLE."  
To be obtained at the OFFICE of This Paper, PRICE 30 CENTS.

As only a limited number have been printed intending purchasers should send their Orders early, for the issue of this interesting souvenir will soon be exhausted.  
Hongkong, 1st June, 1901.

## Entiminations.

CHS. J. GAUPP & CO.,  
CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.  
CHARTS AND BOOKS.  
NAUTICAL INSTRUMENTS.  
Sole Agents for Louis Audemars' Watches awarded the highest Prize at every Exhibition and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES.  
Nos. 24 & 26, Queen's Road Central. [2]

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID  
THE BEST  
TO PREVENT  
INFECTIOUS DISEASES.  
AVOID ALL RISK OF OUTBREAK BY ITS USE.  
W. G. HUMPHREYS & Co.,  
Bank Buildings.  
Hongkong, 10th March, 1901. [127]

MEE CHEUNG,  
PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, 14, ICE HOUSE ROAD.

IS now in position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East. GROUPS AND VIEWS a specialty.  
Hongkong, 22nd September, 1900. [540]

## NOTICE.

NOT RESPONSIBLE FOR DEBTS.  
Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:  
HONGKONG HARBOUR:  
SEA WITCH, American ship, Howes—Master, ADOLPH ORRIG, American ship, Amesbury—Standard Oil Co.

Untouched by Hand.

MELLIN'S FOOD  
For INFANTS and INVALIDS.  
When prepared is similar to Breast Milk.  
MELLIN'S FOOD WORKS, FECKHAM, LONDON, ENGLAND.

## Entiminations.

NEW GOODS.  
PLENTY IN HAND.  
D. NOMA,  
No. 12, Beaconsfield Arcade,  
Opposite the City Hall.  
Hongkong, 30th April, 1900. [47]

F. BLACKHEAD & CO.,  
SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.  
PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.  
SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAHLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.  
Sole Agents for FERGUSON'S SPECIAL CREAM and J. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.  
EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.  
AT REASONABLE PRICES.  
Hongkong, 14th May, 1901. [38]

LEVY HERMANOS.  
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.  
Sole Agents for CLEMENT'S WHEELS. Sole Agents for "OMEGA" WATCHES. "OMEGA" is the BEST.  
40, QUEEN'S ROAD, Watson's Building.  
THE NEW FRENCH REMEDY, THERAPION.  
This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.  
THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.  
THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.  
THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.  
THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.  
Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [36]

DENTISTRY.  
AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.  
TERMS MODERATE, CONSULTATION FREE.  
50, QUEEN'S ROAD CENTRAL, Hongkong, 2nd January, 1901. [8c]

DENTISTRY.  
SUI SANG,  
(Lately Practising with Dr. I. SAKATA), DENTIST.  
No. 4, Queen's Road Central.  
Hongkong, 3rd January, 1901. [10c]

SIEN TING,  
SURGEON DENTIST.  
No. 14, D'AGUIAR STREET.  
TERMS VERY MODERATE.  
Consultation free.  
Hongkong, 27th September, 1900. [10]

CLARKE'S B 41 PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England. [43]

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME  
FOR DISEASES OF THE CHEST.  
All suffering from Catarrh, Consumption, Obsolete Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME. Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed. Grimault's Syrup immediately arrests the Cough, Spitting of Blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance. Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations. GRIMAULT & Co, Paris, Ltd. 14, rue de la Harpe.

## Consigners.

NOTICE TO CONSIGNEES.  
THE P. & O. S. N. Co.'s Steamship "CHUSAN," FROM BOMBAY, COLOMBO AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.  
This vessel brings on Cargo—  
From London, &c., ex S.S. India and Aradria.  
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.  
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.  
Goods not cleared by the 12th instant, at 4 P.M. will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 6th June, 1901. [5]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship "C. FERD. LAEISZ," Captain Fuchs, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 P.M. TO-DAY.  
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant, will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 3 P.M.  
No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINIE, Hongkong Office.  
Hongkong, 10th June, 1901. [610c]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "PERU."  
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.  
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
GEORGE ECKLEY, Acting Agent.  
Hongkong, 10th June, 1901. [1]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.  
Cargo impeding the discharge will be landed at once.  
Cargo remaining on board after the 12th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.  
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.  
Hongkong, 10th June, 1901. [614c]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.  
Cargo impeding the discharge will be landed at once.  
Cargo remaining on board after the 12th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.  
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.  
No Fire Insurance will be effected.  
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